

# THE ILLUSTRATED LONDON NEWS

REGISTERED AS A NEWSPAPER FOR TRANSMISSION IN THE UNITED KINGDOM AND TO CANADA AND NEWFOUNDLAND BY MAGAZINE POST.

SATURDAY, SEPTEMBER 10, 1927.

*The Copyright of all the Editorial Matter, both Engravings and Letterpress, is Strictly Reserved in Great Britain, the Colonies, Europe, and the United States of America.*



THE "RIGHT TURN" OF THE NIAGARA RIVER AT THE FAMOUS FALLS: A WONDERFUL AIR PHOTOGRAPH, SHOWING THE AMERICAN FALL TO LEFT OF GOAT ISLAND AND THE CANADIAN ("HORSESHOE") FALL BEYOND.

This fine photograph, taken from the air at 2000 ft., brings out clearly the fact that the river at the Falls (like the Zambezi) makes a sharp right-angled turn. Goat Island divides the Falls into two parts, the Canadian (or "Horseshoe") Fall above in the picture, and the American Fall below. The bridge connecting Goat Island with the State of New York is clearly seen. In the upper rapids, the river falls 55 ft. and the sheer drop at the Falls averages 165 ft. The

width of the American Fall is 1000 ft., and the length of the "Horseshoe," or Canadian, Fall is 2600 ft. On this fall the crest recedes nearly 7 ft. a year by erosion. The average depth of the pool below the Falls is 250 ft. The Falls generate a vast amount of electricity. It may be recalled that Captain Webb, the first Channel swimmer, was drowned while trying to cross the rapids and whirlpool below the Falls on July 24, 1883.

FROM A PHOTOGRAPH BY THE AIRMAP CORPORATION OF AMERICA, TO BE SEEN AT THE ROYAL PHOTOGRAPHIC SOCIETY'S EXHIBITION, 35, RUSSELL SQUARE.





By G. K. CHESTERTON.

I CANNOT find, in the fullest report I have yet seen of Sir Arthur Keith's address on Darwinism, any particular reference to the famous theory of Darwin. The brilliant anthropologist seems to have devoted himself to discussing whether men were evolved from apes; or (more exactly perhaps) whether it was from apes that they were evolved, if they were evolved. Here, surely, the distinguished Darwinian is actually stooping to the stalest joke against Darwin. This may be Mr. Punch's view of Darwin; or Mr. Dan Leno's view of Darwin. It might be Mr. Podsnap's view of Darwin, or Mr. Chadband's view of Darwin; but it certainly was not Darwin's view of Darwin. Darwin was not satisfied with saying, as Mr. Podsnap might have said, that to the eye of an honest Englishman an Italian organ-grinder and his monkey looked very much alike. He did not confine himself to saying, as Mr. Chadband might have done, that as "we cannot fly because we are calculated to walk," so we have only ceased to have tails because we have ceased to live in trees. Whatever we may think of Darwin's theory, we can all think rather better than this of Darwin's mind. His idea was at least more philosophical and interesting than a mere question of how near men are to monkeys. His idea, his individual and special idea, was that there was a universal method of alteration and adaptation, applying not specially to men and monkeys, but to everything else. But Sir Arthur Keith seems to have talked rather as if other evolutionists had been saying that men were descended from elephants or emus or crocodiles, but that nothing should make *him* ashamed of his dear old relative the chimpanzee.

It seems to me a curious narrowing of the real controversy about Natural Selection. It is rather as if he had lectured on the Mendelian theory of heredity, and had passed the whole time in comparing himself with a pea. It is true that the actual Abbot Mendel originally tested his theory by experimenting with peas in the little garden of the monastery; just as the actual naturalist Darwin did, no doubt, make a great many notes about monkeys. But what he was thinking about was his theory and not the particular things which illustrated it; and it was the whole point of the theory that any other things would have illustrated it just as well. All this business of a man resembling a monkey is in one sense a truism and in the other sense a complete untruth. If I am asked whether my face and form do in fact remind the spectator more of a monkey or of a sweet-pea, I am compelled to turn away with sorrow and reluctance from the sweet-pea. But that was not the way in which Darwin was thinking about monkeys or Mendel about peas.

If Sir Arthur Keith had this honourable anxiety to defend Darwin, might it not have occurred to him to defend Darwin on the main point on which Darwin is really attacked? Now, the theory of Natural Selection, for which Darwin was known and admired all over the world, is now attacked all over the world. And the reason that some of us are driven to look with a little suspicion at such a simplification as that used by Sir Arthur Keith at the British Association, is that it does seem like a narrowing of the issue in order to make it merely insular, and to ignore the opinion of the world, especially the new opinion of the world. It cannot be said that recent experience of the Darwinian doctors has been altogether reassuring in that respect. When Mr. H. G. Wells

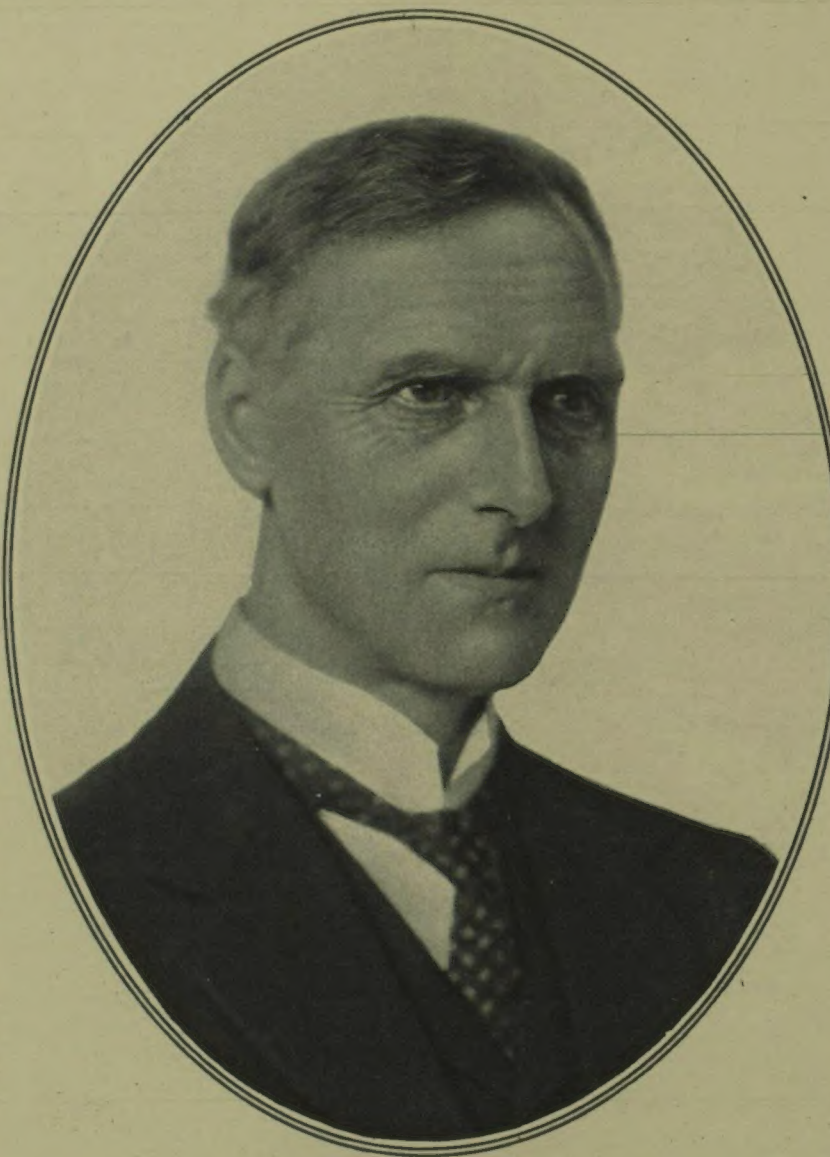
prefaced his "Outline of History" with an outline of Darwinian evolution, Mr. Belloc complained that such scientific affirmations were out of date, and quoted various authorities, including the famous book of a French biologist. Mr. Wells and Sir Arthur Keith joined in suggesting that the French biologist said nothing of the sort, and quoted from an early text-book, because they had evidently never read the later and more important book that was at that moment the text. If that is not being sheltered from the general movement of the world, I do not know what would be. It is as if somebody who professed to be up to date in affairs of the drama were to contradict my statement that Bernard Shaw understands

are general considerations even here quite apart from any specialist biology. For instance, there is all that is involved when Sir Arthur Keith says that the difference of the mind of the man and the monkey is only a matter of degree; though he admits it to be one of immense degree. This is not a question of biology, but of philosophy, and even of logic. It is one of those scraps of rather unreal relativity that are so often scattered round the approach to any question involving proportion. In one sense the sophist can always maintain that everything is a matter of degree. If a man without clothes or tools were suddenly to fly through the air, some people would say that it was only a difference of degree.

Walking consists of lifting ourselves and poising our feet in the air, only (it would be said) the distance is shorter and the interval more brief. But we know that this sort of relativity is quite unreal. There is a difference in kind which the mind instantly detects; which the mind might even with some little difficulty define.

Now, the difference between the human and the non-human mind infinitely exceeds the difference between flying and not flying, because it covers a thousand things of that sort and not one. It is not true that men make houses as bees make honeycomb. The truth is that men make houses and a thousand other things, including hives. The whole position and poise and gesture of the man in turning from one thing to another is different in kind from that of the monomaniac and mechanical insect; just as the whole position and poise and gesture in a thing flying through three dimensions in the air differs from a thing plodding along one dimension on the ground. It is not merely a question of man doing more or less things; he might do less, and he would still at any moment be capable of doing more. It is a quality and not a quantity in the way in which he does anything at all; or even, in his most divine moments, does nothing at all.

It is unavoidable that such debates about the position of man in the universe should shade away by degrees from anthropology to philosophy, exactly as evolution is supposed to shade away from anthropoids to men. None of the parties in this great discussion about apes and primitive men is free from the colour of its own conceptions of cosmic life. The materialists are moralists, every bit as much as any mystics are moralists. Every professor who finds a skull really philosophises over it like Hamlet. Every student of prehistoric man has his own stone axe to grind. I do not blame the most distinguished evolutionists of our day because they never really forget, for a moment, the relation between evolution and ethics. I do not think the less of them because they do not achieve an inhuman detachment, even when they profess to do so. The extreme doctrine of Science for Science's Sake has proved just as impossible as Art for Art's Sake. They both depend on the suggestion that the mind of man can be divided into absolutely water-tight compartments. And I feel sure that Sir Arthur Keith, in the course of his wide survey of so many human skulls, has never found a skull constructed internally on this model. The pronouncements in this sort of controversy are really symbolic as well as scientific; and they cannot help being symbols of certain states of mind and soul. For that is one of the little habits of the race of anthropoids to which you and I belong; and every man of science should face the fact.



THE PRESIDENT OF THE BRITISH ASSOCIATION, WHOSE ADDRESS ON DARWINISM HAS AROUSED GREAT INTEREST AND SOME CONTROVERSY:

SIR ARTHUR KEITH, F.R.S., M.D., F.R.C.S.

Sir Arthur Keith's vindication of the Darwinian theory of human evolution, in his presidential address to the British Association, has aroused enormous interest and not a little controversy. To the question, "Was Darwin right?" he said, in conclusion: "The answer is Yes! and in returning this verdict I speak but as foreman of the jury—a jury which has been empanelled from men who have devoted a lifetime to weighing the evidence." Sir Arthur himself, who is one of the most prominent among them, has contributed many volumes to this and kindred subjects, including "The Antiquity of Man" and "The Religion of a Darwinist." He has long been Conservator of the Museum and Hunterian Professor at the Royal College of Surgeons. He was born at Aberdeen in 1866, and was educated at the University of Aberdeen, University College, London, and Leipzig University. From 1912 to 1914 he was President of the Royal Anthropological Institute, and from 1917 to 1923 Fullerian Professor of Physiology at the Royal Institution.

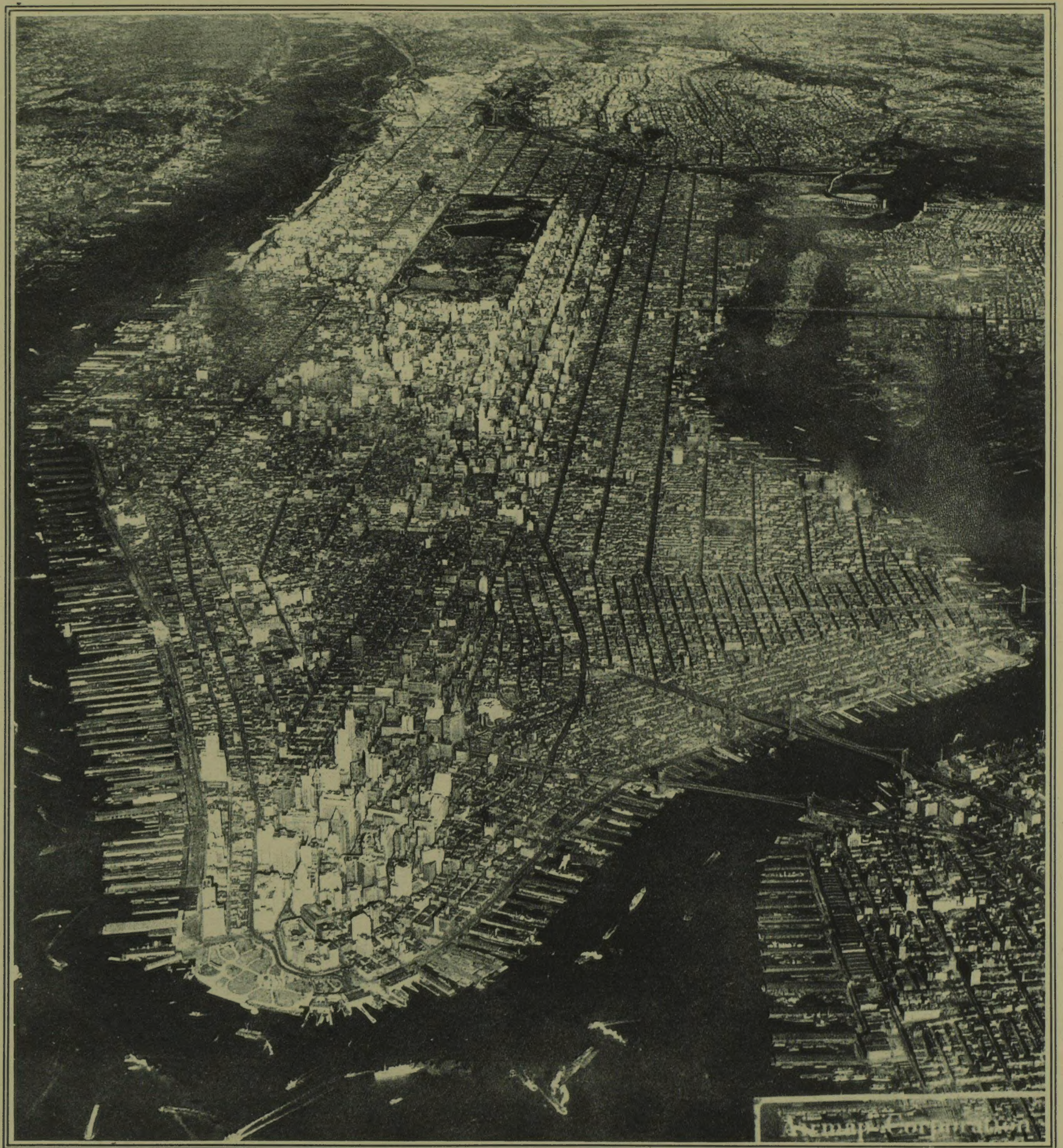
chivalry, and I were then to discover that he had never even heard of the play called "Saint Joan," and had seen nothing whatever by Bernard Shaw since the first night of "Arms and the Man."

If we are to leave the large matter of the relation between evolution and environment for the smaller question of the relation of men to monkeys, there



## NEW YORK FROM 12,000 FT.: A SUPERB AIR VIEW OF 300 SQUARE MILES.

FROM A PHOTOGRAPH BY THE AIRMAP CORPORATION OF AMERICA, TO BE SEEN AT THE ROYAL PHOTOGRAPHIC SOCIETY'S EXHIBITION, AT 35, RUSSELL SQUARE.



## ONE OF THE FINEST AIR PHOTOGRAPHS EVER TAKEN: A WONDERFUL PANORAMIC VIEW OF GREATER NEW YORK, SHOWING MANHATTAN ISLAND BETWEEN THE HUDSON (LEFT) AND EAST RIVER (RIGHT) WITH BRIDGES TO BROOKLYN.

This magnificent air-view of New York (from a height of over two miles), and that of Niagara on our front page, both taken by the Airmap Corporation of America, are among the finest things in the Royal Photographic Society's seventy-second Exhibition, to be held at 35, Russell Square, from September 12 to October 8. This photograph is almost bewildering in its complex and minute detail. New York proper occupies the whole of Manhattan Island, separated on the left by the Hudson River from the State of New Jersey. The East River on the right separates the sister borough of Brooklyn (on Long Island) from New York. The great bridges over the East River are clearly disclosed, in their order (from front to back), Brooklyn, Manhattan, Williamsburgh, and Queensborough, the latter crossing Blackwells Island in its length. Farther north still the enormous Hell Gate Bridge can clearly be seen despite the great distance. Beyond it, to the right, is Long Island Sound. The photograph also shows the concentration of the well-known "skyscrapers" in three well-defined localities, the Downtown or financial district at the south (lower end of Manhattan), the Fifth Avenue shopping district (centre, south of Central Park, the oblong space in the background), and the Riverside Drive residential district on the bank of

the Hudson in the north-west. To give an idea of scale it may be mentioned that the southern boundary of Central Park is formed by 59th Street, and the northern by 110th Street. The total area included in the picture is about three hundred square miles. Beyond New York to the north lie the Bronx and Westchester districts, and in the dim distance on the banks of the Hudson (to the right of it in the photograph) the cities of Yonkers and Tarrytown. On the opposite bank (extreme left in the photograph) are Jersey City, Hoboken, and Weehawken. A great new bridge over the Hudson has been begun at a point a little north of Central Park. It will be noticed that New York is unparalleled in its bricks and mortar solidity. Central Park, which is so prominent a feature in the photograph, is practically the only breathing space; apart from this park, the jaded New Yorker must seek green fields at a much greater distance than the Londoner. The avenues are easily identified; three short ones (right to left), from the East River (above Williamsburgh Bridge) are D, C, and B; next is Avenue A. Then come in order First, Second, Third, Lexington, Park (home of millionaires), Madison and Fifth Avenue, this last forming the east side of Central Park and the fashionable shopping centre—and so on to Eleventh Avenue, near the Hudson.



## A "RED" FILM OF THE RUSSIAN REVOLUTION:

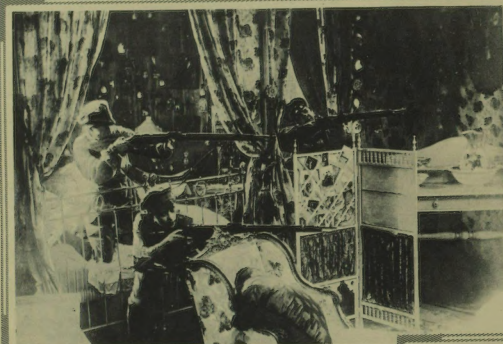
## SCENES FROM "OCTOBER," WITH "DOUBLES" OF LENIN AND KERENSKY.



A "THRILL" ON THE NIKOLAEVSKI BRIDGE DURING THE FIGHT IN PETROGRAD: REVOLUTIONARY SAILORS (RIGHT) FACING TSARIST SOLDIERS (LEFT); AND IN BACKGROUND THE CRUISER "AURORA," WHICH BOMBARDED THE WINTER PALACE.



FAMINE IN PETROGRAD (RENAMED LENINGRAD AFTER THE REVOLUTION): BREAD QUEUES FORMING IN THE STREETS IN THE MIDDLE OF THE NIGHT—A GROUP WITH BASKETS AND JUGS Huddled ON SNOWY GROUND.



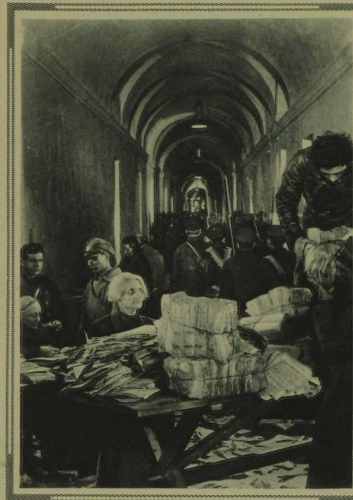
WOMEN SOLDIERS OF AN AMAZON CORPS READY TO FIRE, DURING THE STORMING OF THE WINTER PALACE AT PETROGRAD: A SCENE DESCRIBED AS "THE TSAR'S BED-ROOM."



ALEXANDER KERENSKY AS REPRESENTED BY M. POPOFF, OF THE LENINGRAD ART ACADEMY, WHO STRONGLY RESEMBLES HIM: THE "STUDENT DICTATOR" IN HIS STUDY, FORMERLY THE TSAR'S LIBRARY.



SOLDIERS GUARDING THE IMPERIAL TREASURES: A SCENE IN THE BASEMENT OF THE WINTER PALACE AT PETROGRAD, WITH PILES OF TRUNKS AND TWO LARGE BIRD-CAGES.



A SCENE DURING THE KORNILOV REVOLT: THE CORRIDOR OF THE SMOLNY INSTITUTE AT PETROGRAD, THE REVOLUTIONARY HEADQUARTERS, FILLED WITH PROPAGANDA PAMPHLETS.



IN THE EMPRESS'S BED-ROOM, HUNG WITH IKONS AND BLESSED EASTER EGGS: WOMEN SOLDIERS AWAITING DEVELOPMENTS DURING THE STORMING OF THE WINTER PALACE AT PETROGRAD.



LENIN'S "DOUBLE" REPRESENTING HIM IN THE FILM: NIKANDROV, A WORKMAN FROM THE URALS.



THE STORMING OF THE WINTER PALACE AT PETROGRAD: REVOLUTIONARY SOLDIERS FIRING AT IT FROM THE ENTRANCE OF THE FAMOUS HERMITAGE MUSEUM; AND A GUN IN THE BACKGROUND.



A TYPICAL "AMAZON" OF THE RUSSIAN REVOLUTION: A WOMAN SOLDIER, WITH RIFLE AND FIXED BAYONET, ON GUARD OUTSIDE THE WINTER PALACE AFTER IT HAD BEEN STORMED.

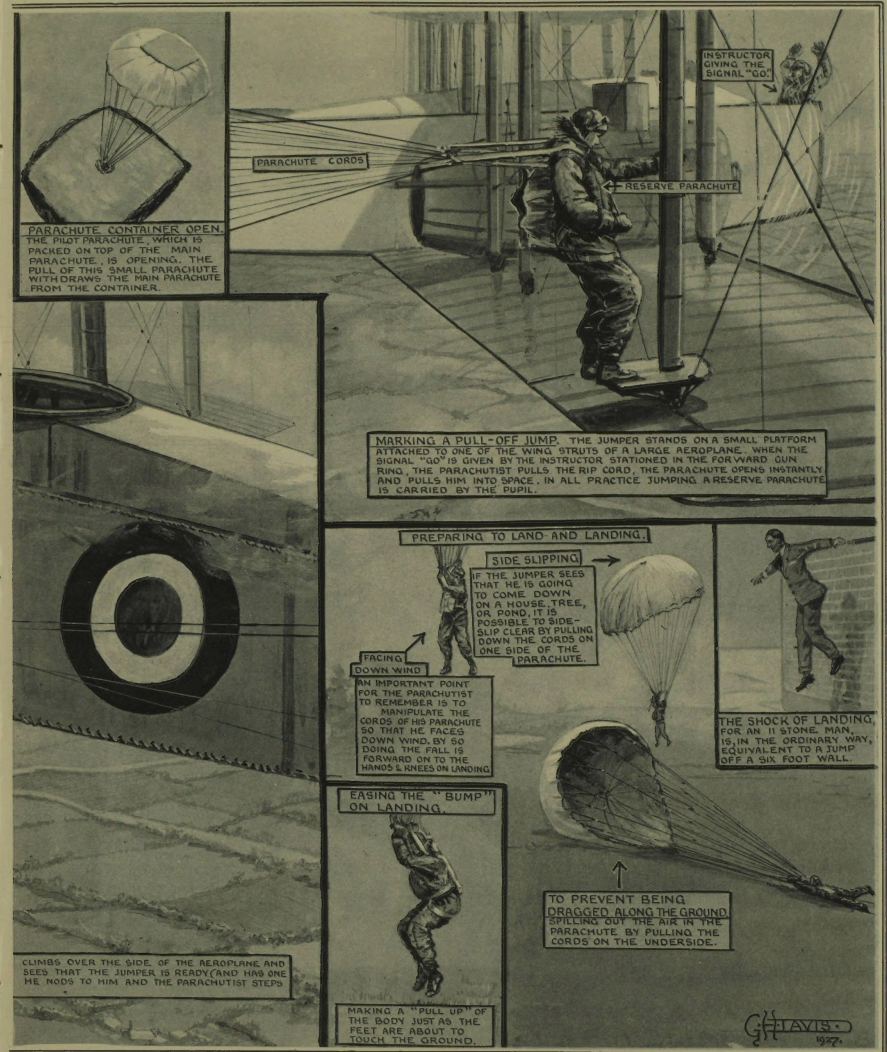
The storming of the Winter Palace at Petrograd (now known as Leningrad), during the Russian Revolution of ten years ago, has been re-enacted recently for a historical film prepared under the auspices of the Soviet Government. The tenth anniversary of the Revolution is to be celebrated on November 7, but as the events actually occurred in the previous month of 1917, according to the Old-Style calendar, the picture has been entitled "October." For the purpose of the film 5000 arc-lamps were erected round the palace and an army of performers was enrolled. The production was directed by M. Eisenstein, who also produced the Russian film called "The Armoured Cruiser 'Potemkin.'" Efforts have been made to give an exact representation of the dramatic days when Kerensky, the "student Dictator," was overthrown by the Bolsheviks. The cruiser "Aurora," which has been out of commission since the Revolution, has been brought into "action" again to repeat her bombardment of the Winter Palace. A strong touch of realism is provided by the fact that Lenin and

Kerensky are represented by two men who are veritably their "doubles." The part of Lenin is played by a workman from the Urals named Nikandrov, whose likeness to him, as our photograph shows, is astonishing. He was discovered after many months of search. Equally remarkable is the resemblance to Kerensky of the actor who impersonates him—namely, M. Popoff, who is an employee in the Leningrad Art Academy. Kerensky himself, it may be recalled, was present in the Century Theatre, New York, on March 14 last, at a performance to commemorate the Russian Revolution, and was attacked by a young woman in the audience, who, pretending to hand him a bouquet, slapped his face three times with a pair of gloves. Her act was cheered, it is said, both by Monarchists and Communists, but M. Kerensky asked that she should not be arrested. She had been engaged to a Tsarist officer who was killed during the Kerensky régime. Discussing Russia of to-day, M. Kerensky said another revolution was probably inevitable, because the Soviet would never surrender its power peacefully.



NERVES OF STEEL—PARACHUTE PRACTICE IN THE R.A.F.

INFORMATION SUPPLIED BY THE AIR MINISTRY. (COPYRIGHTED.)



### TRAINING AND DETAILS OF MECHANISM, AND THE TECHNIQUE OF DESCENTS.

in the container, so that the pilot parachute comes out first and pulls the large parachute and lines clear of the case. Rubber tapes sewn to the container are so placed in tension that immediately the locking pins are pulled from the securing eyes, when the man pulls his rip cord, the elastics pull the case fully open, and the spring of the pilot parachute throws it into the air, where it at once opens. All the parachutes used are very thoroughly tested at Henlow, Bedfordshire. The pupils are not only trained in dropping or being pulled off the aeroplanes, but are taught how to "side-slip" the parachute to avoid landing on houses, trees, ponds, etc. They also learn to swing the parachute round as they fall so as to face down wind, and in landing fall flat on their knees and hands. When the pupils are to be grounded, the body must be pulled up (as on a horizontal bar), so that the bump on the back is minimised. Once more on *terra firma*, the first job to pull the undercarriage out of the container, and then to pull the container out of the ground. The parachutes in use in the R.A.F. have been adopted after very searching tests, have proved very efficient, and have been the means of saving many lives in this country. A very similar type is used in America, and has proved equally valuable.



## BOOKS OF THE DAY.

A literature—so far as I am acquainted with it—has an engaging quality of freshness and exuberance. It plunges into old problems and revels in old pleasures with all the zeal and zest of youth, as the boys in "Barbara's Wedding" rush off to fish for the grandfather trout that eluded the Colonel's rod in the long ago. America, with her inquiring mind and dawning sense of wonder, has awakened a new Renaissance. Her eager explorers in the realm of thought, as in the physical world, are turning an undimmed eye on the past, and surprising us with new discoveries and new interpretations.

Seldom have I read anything so stimulating and so informing about English poetry as "THE ROAD TO XANADU." A Study in the Ways of Imagination. By John Livingston Lowes. Illustrated (Constable; 3rs. 6d.). It is a big, fat book, of over 600 closely-packed pages, and the author desires it to be judged "as a whole." That is a hard saying for a workaday reviewer with stacks of other volumes before him crying out for equal treatment; but, if I cannot claim to have fully qualified myself to sit on the bench, I may at least appear for the author as an advocate. I have read enough, that is, to be able to recommend his work as offering rare delights to such as love to ramble along the pleasant paths of bookland, tracing the stream of a poet's inspiration to its source, and learning how his "shaping spirit of imagination" moulded countless facts and fancies, stored in his mind from omnivorous reading, into fabrics of ordered design.

It is just about 130 years since Coleridge, at Nether Stowey in Somerset, wrote down his waking memories of that immortal dream beginning—

In Xanadu did Kubla  
Khan  
A stately pleasure-dome  
decree,

It ended abruptly, at a point where the recollection of his vision was shattered by the arrival of "a person on business from Porlock." Explaining his own purpose, Mr. Lowes writes: "I am attempting to discover how, in two great poems, out of chaos the imagination frames a thing of beauty. . . . I propose to tell the story of the genesis of two of the most remarkable poems in English, 'The Rime of the Ancient Mariner,' and 'Kubla Khan.'" He begins with a little manuscript notebook kept by Coleridge (1795-8) and now in the British Museum, "one of the most illuminating human documents even in that vast treasure-house," printed once by a German professor, but strangely neglected by English editors. "Yet its value is incalculable not only for the understanding of Coleridge, but also as a document in the psychology of genius, and as a key to the secrets of art in the making." It contains jottings from books he was reading, and germs of ideas for use in verse. All writers, of course, keep such memoranda, but his was singularly varied and often cryptic. Mr. Lowes contrasts it with those of Milton and Shelley.

Starting from this notebook, and the two poems themselves, Mr. Lowes, with infinite erudition, tracks the poet's images and allusions to their origin in his manifold reading, and pursues the workings of memory and the association of ideas. One very interesting chapter discusses the effect of opium on Coleridge's work, as the alleged cause of the marked change in his style that began with the two poems in question. Mr. Lowes ascribes the change rather to the invigorating influence of Wordsworth and his sister Dorothy (a new book on whom was noticed here recently). He finds opium in the dream fragment, but denies its presence in the earlier masterpiece. "To the making of both poems went the ceaseless, vivid flow of the linked images. But in *The Ancient Mariner* 'thinking' was imperially present; in *Kubla Khan* it had abdicated its control."

I could fill my space with comments on this enticing book, which appeals to me the more because "The Ancient Mariner" was, I think, the first poem I ever read. At any rate, I remember being derided for pronouncing "mariner," with infant logic, as "mareener," on the analogy of "marine." Nowadays, the charabancs have penetrated to Nether Stowey, and one summer I found myself unexpectedly careering through the village on a local motor-

bus of that type. What would Coleridge have said if he had seen it? It would have been even more disturbing than the "person on business from Porlock"! But this is a hustling age, and I must pass on.

My next book is one that would unquestionably have figured on Coleridge's library list if it had been available in his day—"THE TIBETAN BOOK OF THE DEAD"; or, The After-Death Experiences on the *Bardo* Plane, according to Lama Kazi Dawa-Samdup's English Rendering. By W. Y. Evans-Wentz, M.A., D.Litt., B.Sc., Jesus College, Oxford; author of "The Fairy-Faith in Celtic Countries." With Foreword by Sir John Woodroffe. Illustrated (Oxford University Press; London; Humphrey Milford; 16s.). Mr. Evans-Wentz, who alludes to his American birth, writes "as the mouthpiece of a Tibetan sage, of whom I was a recognised disciple." Referring to parallels he has drawn between Eastern and Western mysticism and occultism, he says: "I have spent more than five years in such research, wandering from the palm-wreathed shores of Ceylon and thence, through the wonderland of the Hindus, to the glacier-clad heights of the Himalayan ranges, seeking out the Wise Men of the East."

Sir John Woodroffe welcomes the book as one of extraordinary interest. "The text," he says, "is firstly a work on the Art of Dying. . . . Secondly, it is a manual of religious therapeutic for the last moments. . . . Thirdly, it describes the experiences of the deceased during the intermediate period, and instructs him in regard thereto. It is thus a Traveller's Guide to Other Worlds." Its teaching depends on the Buddhist doctrine of Re-incarnation (as contrasted with the Christian Resurrection), and concerns

regular ritual for the dead, began sacrificing them to the ghost by pouring them out upon the grave. Finding that this kept the ghost quiet, they kept up the practice in self-defence."

The dream-state in which Coleridge conceived "Kubla Khan" seems closely akin to the Buddhist's idea of a "dream-body," and Mr. Lowes would find much to his purpose in a work which says: "Imagination is the greatest of magicians." Coleridge himself would certainly have been interested in the comparison of the Tibetan "Bardo Thödol" with the ancient Egyptian "Book of the Dead," and with the passage in Plato's "Republic" describing the Greek heroes selecting their various forms of re-incarnation.

I turn now to two notable historical studies with an American flavour. One is "TRAILS OF THE TROUBADOURS." By Raimon de Loï. Illustrated by Giovanni Petrina (Long; 12s. 6d.). If the author is not an American, he has, at any rate, adopted American spelling and idiom. There is no suggestion that the work is a translation, and it certainly does not read like one. Be that as it may, it is a picturesque and vitalising book that will win more readers than many a dusty academic history. The land of the Troubadours is little known to the fashionable throng asleep in the Blue Train passing through it to the Riviera. The purpose of the book, as the author puts it, is "to segregate essential facts about the Middle Ages, and to arrange them as a series of trips through central France. . . . I shall go with (the reader) as he follows the trail of this or that poet or prince, gossiping with him

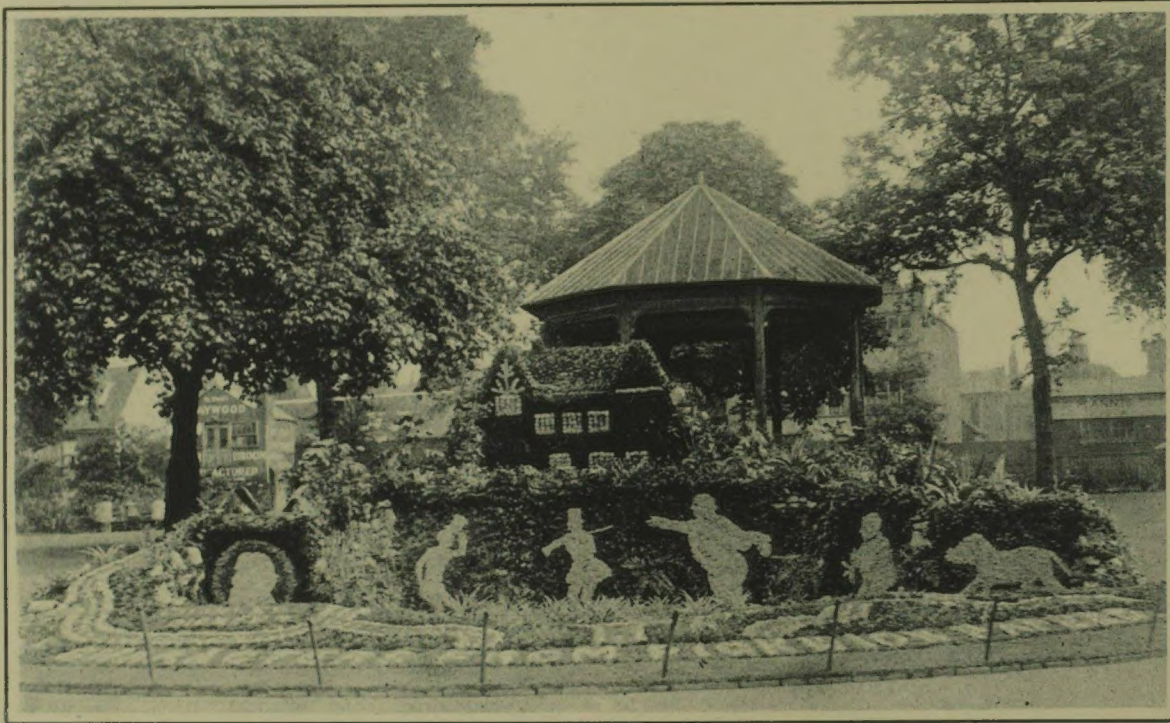
as the poet or prince would have gossiped." The way lies through Poitiers, Caen, Alençon, Perigueux, Toulouse, Le Mans, Fontevault, Avignon, Carcassonne, and among the "trails" followed are those of Bernard de Ventadour, Richard Lion-Heart, Bertrand de Born, Jaufre Rudel, Raimon de Miraval, Petrarch, and Peire Vidal.

We are left in no doubt as to the Transatlantic origin of "THE BUCCANEERS." By Professor A. H. Cooper-Prichard. Illustrated (Cecil Palmer; 7s. 6d.), for the author announces his connection with various libraries and museums in the United States, as well as with the Jamaica Record Office. His little history is designed to dispel "a mist of absurd legend and exaggeration" that has gathered around the very real tragedy of these sea-rovers, "who were never pirates except individually." The original Buccaneers, he explains, had nothing to do with the sea. "They lived the free life of hunters. . . . The Buccaneers owed their name to the manner in which they cooked their food, by turning a wooden

spit bearing a whole animal over a rude fire—the word being of Indian origin." It was in the course of their struggle against the cruelties of the Spaniards that they later took to the sea, formed a fleet, and banded themselves into a confederacy. The book describes, in a somewhat lurid style perhaps inseparable from the subject, the exploits of "Harry Morgan," his famous march across the Isthmus, the sack of Panama, and finally (as an epilogue) the tremendous earthquake that destroyed Port Royal, Jamaica, the Buccaneer "capital," on June 7, 1692.

The present and the future, rather than the past, provide material for another American book, "INTIMATIONS." By Gabriel Wells (Constable; 7s. 6d.). This is a collection of short newspaper articles on all kinds of topical subjects, social and political, including marriage and divorce, the anti-evolution movement in Tennessee, war guilt and war debts, strikes and unemployment, naval disarmament, and Prohibition. On this last question the author concludes: "Prohibition and Democracy cannot co-exist." British problems are also discussed, and a solution suggested. "Back to the soil—there is the principal remedy. And the path to it lies through a ruralisation of women. . . . The main thing is to draw women away from the over-crowded cities." That, I think, will be a difficult task, as long as shops are shops.

C. E. B.



DICKENS AND SOME OF HIS CHARACTERS PORTRAYED IN ECHEVERIA: REMARKABLE ILLUSTRATIONS TO "PICKWICK" IN LIVING FLOWERS.

A form of book-illustration that is surely unique is to be seen in Branchley Gardens, Maidstone, as shown in our photograph. The figures and lettering are all carried out in *echeveria*, a family of plants named after Echeveria, a botanic artist. They belong to the order of *Crassulaceae*, chiefly natives of Mexico, and are included in the genus *Cotyledon*. From left to right are seen a head of Dickens (with his name below), Sam Weller, Mr. Winkle, Mr. Pickwick, the Fat Boy, and the dog. On the ground in front, in the same flowers, is the inscription: "Characters from Pickwick Papers." This remarkable example of flower-portraiture is the work of Mr. Marchant, a well-known Kentish landscape-gardener.

the intervals between one incarnation and the next. Some of the after-death (or inter-life) experiences would seem to be far from pleasant, according to a painting (reproduced) of "The Judgment," which differs only in a certain Oriental naturalism from our own medieval pictures of Hell. The Buddhist sinner, however, is comforted by being told: "Thy body being a mental body is incapable of dying even though beheaded and quartered. In reality, thy body is of the nature of voidness; thou need'st not be afraid."

There are compensations, however. "Those who have passed on do not necessarily and at once lose any habit, even drinking and smoking. But in the after-death state the 'whisky and cigars' of which we have heard are not gross, material things. . . . We have here to deal with 'dream-whisky' and 'dream-cigars,' which, though imaginary, are, for the dreamer, as real as the substances he drank and smoked in his waking hours." Here Dr. Evans-Wentz tells a story of a European planter who died in the jungles of Malabar and was buried by the natives. "Some years afterwards, a friend of the planter found the grave covered with empty whisky and beer bottles. He asked for an explanation, and was told that the dead *sahib's* ghost had caused much trouble, and that an old witch-doctor declared that the ghost craved whisky and beer. . . . The people, although religiously opposed to intoxicants, began purchasing bottled whisky and beer of the same brands which the *sahib* used, and, with a



## THE LATEST PORTRAIT OF HIS MAJESTY THE KING.



THE ROYAL COLONEL-IN-CHIEF OF THE BLACK WATCH: THE KING.

This very pleasing new portrait of the King in the uniform of the Black Watch (Royal Highlanders), of which regiment he is Colonel-in-Chief, is of special interest at a time when his Majesty is in the Highlands on his annual visit to Balmoral. He arrived at the Castle on August 27, and has since been joined by the Queen, who travelled north on September 1, from Goldsborough Hall, Knaresborough, where she had been staying with Princess Mary Viscountess Lascelles and Viscount

Lascelles. The Duchess of York, with her little daughter, Princess Elizabeth, arrived at Balmoral about the same time. The Duke of York was already there. The King and Queen and their guests attended Divine service in Crathie Parish Church on Sunday, September 4. The 8th was the date fixed for the Braemar Gathering, a great Highland occasion, of which the customary presence of the royal party is the principal feature.—[PHOTOGRAPH BY VANDYK, 41, BUCKINGHAM PALACE ROAD.]



# THE CHANCELLOR, THE CHAFFWAX, THE SEALER—AND OTHERS.

"THE GREAT SEAL OF ENGLAND." By SIR H. C. MAXWELL-LYTE, K.C.B.\*

THE solemnities of the Great Seal are shadows. No longer is the "Key of the Realm" waited upon by such "fat and furred" fee-consumers as the Chaffwax who tempered the wax for the matrix; the Spigurnel who performed the sealing; the Garçon, or Portejoie, who kept the sumpter-horse claimed from one or other of the Cistercian houses in England for the carrying of the hanapers, the hampers, of a circumambulating Chancery, the parchment and the wax. No longer is its use necessary for certain instruments once invalid without the dignity of its mark. No longer is the seal of its impressing protected by bag of worsted, canvas, silk, damask, or other fabric, or by guardian box. No longer need the Chancellor keep it ever at his hand.

Chaffwax and Sealer melted away in 1852, and the Lord Chancellor's Purse-bearer profited by a hundred a year; then vanished the Purse-bearer himself, and his duties, with those of Chaffwax, Sealer and Deputy Sealer, devolved upon the Gentleman of the Chamber attending the Great Seal. Loud must have been the lamentations; for, if salaries had been slender, emoluments had been Falstaffian.

In like manner the employment of the Seal grew less frequent; and in 1916 an Order in Council decreed that "although the Patents of peers, baronets, judges, and law officers of the Crown, engrossed on parchment, shall still bear the Great Seal, those of knights, and various other classes of persons, written on 'loan paper,' shall be authenticated only by a 'wafer seal.' It further provides for the use of the wafer seal on licences for the election of archbishops and bishops, reserving the Great Seal for the signification of the royal assent to the election made."

As to conservation of the impression: "In later times," said Mr. Wyon, in 1887, "metal boxes have been used—those enclosing Seals attached to foreign Treaties, the Patents creating Royal Titles, etc., used to be made of solid silver—the Seals attached to documents of less importance were enclosed in boxes made of tin. At present the seals of documents of the very highest importance are placed in boxes made of some cheap metal embossed with the Royal Arms, and electro-plated." "Nowadays," adds our authority, "the boxes are made of sheet iron, japanned, but no longer embossed." Cheap metal, electro-plated; sheet iron, japanned! What would our forefathers have said! The rest is in keeping. "Nowadays, a disc of wax, softened by immersion in hot water, is placed on each half of the matrix, which has been rubbed with soapy water. The impressions are made by turning the handle of the press; superfluous wax is removed with a knife; and the seal, as perfected, is hardened in cold water." Practical; but unpoetic!

And there are other shocks of knowledge. "When not in actual use, the matrix of the Great Seal was kept in a special bag or purse. . . . The system under which an elaborate purse was provided once a year, and sometimes oftener, came in for criticism in the House of Commons in 1872, resulting in an agreement between the Treasury and the Lord Chancellor that the purses should be renewed at less frequent intervals after the death of the very old lady who had a vested interest in the supply of them. After her death in 1873, new purses were from time to time ordered at a cost of 65*l.* apiece. Nowadays, they are expected to last for three years. A disused purse has always been regarded as a perquisite of the Lord Chancellor for the time being. The wives of two Chancellors who held office for several years apiece are stated to have had so many of them that they caused them to be made up into curtains. . . . The purse figures prominently in portraits of successive holders of the Great Seal. Whatever its ancient purpose, it is now a mere symbol of office. Whether solemnly carried before the Lord Chancellor in procession, or borne on his own arm on ceremonial occasions, it does not contain the Great Seal, which ordinarily reposes at the House of Lords. It is, however, put to a different use at the opening of Parliament, as the receptacle in which the Lord Chancellor conveys the signed copy of the King's speech from the Robing Room to the steps of the throne."

The consignment to the Palace of Westminster was wise—and removed a care from the Chancellor! "At normal times, when the Great Seal was in the custody of a Chancellor or a Lord Keeper, he was, of course, solely

responsible for its safety. A burglar who entered the house of Lord Finch, in Queen St., in 1677, stole his mace, but failed to get the Seal, because it was under his pillow. The culprit was duly hanged. Some unknown persons were more successful in 1784, when the Great Seal, enclosed in two bags, one of leather, the other of silk, was stolen from the house of Lord Thurlow in Great Ormond St. It was never recovered. When a fire broke out at Lord Eldon's country house at Encombe, in 1812, his first anxiety was with regard to the Great Seal, and he hurriedly buried it under one of the flower-beds in the garden. In his confusion, however, he took

but, as early as 1617, Rowland Egerton obtained a baronetcy without making any such payment, and by 1622 it had become customary to remit payment in all cases. Nevertheless, the recital continued to figure in successive Patents until the Act of Union of 1800. . . . For reign after reign the Letters Patent creating a new baronet ordained that he should be styled 'Sir,' and that his wife should be styled 'Lady,' 'Madam,' or 'Dame,' according to the manner of speaking in English, and that, at his funeral, he should have two assistants of the body to support the pall, and a chief mourner (*atratus*) with four assistants. A promise and grant that all baronets and their eldest sons should, at the age of twenty-one, be entitled to claim knighthood, was not revoked until 1827."

"The instrument whereby Edward III., in 1362, conferred the Principality of Aquitaine on his eldest son, the Prince of Wales, is adorned with scrolls, figures of angels, lions and birds, and two heraldic shields, one of which contains the earliest representation of the three feathers, with the motto 'Ich Dien.'"

"In June 1792, the King 'very much confiding in the fidelity, industry, and prudent circumspection' of Thomas Thurlow, esquire, granted to him the 'office of Notary or Prothonotary of the Chancery' for life, with remainder to his elder brother Edward. This Thomas Thurlow, a nephew of the Lord Chancellor, was at the time a little boy. An enquiry, in 1798, elicited that he was at Norwich, 'for the purpose of education,' and that he had no deputy in London. The Commissioners of 1816 reported that he had never been called upon to execute the duties specified in 1740, 'or any other duties whatever.' Nevertheless, he continued to receive a salary of 100*l.* a year, and an allowance of 5*l.* 8*s.* for parchment, which he did not use. At last, an Act passed in 1832 abolished this and certain other offices in Chancery, as from the decease or resignation of the persons then occupying them. Mr. Thurlow, who was a clerk in holy orders and who held several other more lucrative posts, survived until September 1874, more than eighty-two years after his appointment to a sinecure office paid with public money."

"There was no necessity to alter . . . seals when Henry IV. was succeeded by a son of the same name. When the Bishop of Winchester resigned the Chancellorship in July 1417, he delivered the golden seal to the King, who forthwith committed it to the Bishop of Durham. This was, in fact, the normal Great Seal of England throughout the reign of Henry V., as in the later years of his father's reign. Thus a clean-shaven King continued to use a seal showing the figure of his bearded predecessor."

"So much has been already written about the size and the design of the Great Seals of successive Kings and Queens of England that, in the present place, it will suffice to say that the obverse has always shown a figure of the sovereign enthroned and the reverse has, until the present reign, always shown a figure of the sovereign on horseback. George V. is represented standing, in naval uniform."

That for a few points from Sir H. C. Maxwell-Lyte's "Historical Notes on the Use of the Great Seal of England," a learned, lucid and most readable record which deals not only with the Great Seal and its wanderings, but with such supporters and variants of it as the Privy Seal, the royal Secret Seals, the Half Seal, Signets, and so on; with the several methods of attachment; with formal de-facement; with the intricacies of the Chancery, its officials and their tasks; with practice and precedents, erratic dating, fees and perquisites, diet, liveries and lodgings, jealously conserved interests. If there is criticism, it may be that it will come from those who, having little French and less Latin, have been embarrassed by the many documents

given in those tongues and in those tongues alone. They, at all events, will sympathise with the supporters of that Act, of 1731, which reads: "Whereas many and great mischiefs do frequently happen to the subjects of this kingdom from the proceedings in courts of justice being in an unknown language . . . to remedy these great mischiefs and to protect the lives and fortunes of that part of Great Britain called England . . . from the peril of being ensnared or brought in danger by forms and proceedings in courts of justice in an unknown tongue, be it enacted . . . that from and after the twenty-fifth day of March [1733] all writs . . . and all patents, charters, pardons, commissions, statutes . . . rolls . . . shall be in the English tongue and language only, and not in Latin or French . . . and shall be written in a common legible hand and character."

E. H. G.



BEQUEATHED TO THE NATION BY THE LATE EARL OF EFFINGHAM: A PORTRAIT OF HIS ANCESTOR, "LORD WILLIAM HOWARD, FIRST BARON HOWARD OF EFFINGHAM," ATTRIBUTED TO FEDERIGO ZUCCHERO.

The fourth Earl of Effingham, who died last May, has bequeathed to the National Gallery the above picture, together with portraits of the Constable de Bourbon (ascribed to Titian) and Thomas Howard, third Duke of Norfolk (ascribed to Holbein). The Earl also left two pictures to the Tate Gallery. The bequest of the portrait here reproduced is of particular interest, as the National Gallery has at present no example of Federigo Zuccherò (1543–1609), an Italian painter who visited England in 1574, and is said to have done portraits, among others, of Queen Elizabeth and Mary Queen of Scots.

no note of the exact spot, and the whole household had to go 'probing and digging' until the Seal was found. A story goes that some girls, staying in a country house with Lord Brougham, contrived to get access to the Great Seal and to take an impression of it in dough, which was afterwards put into the oven and baked."

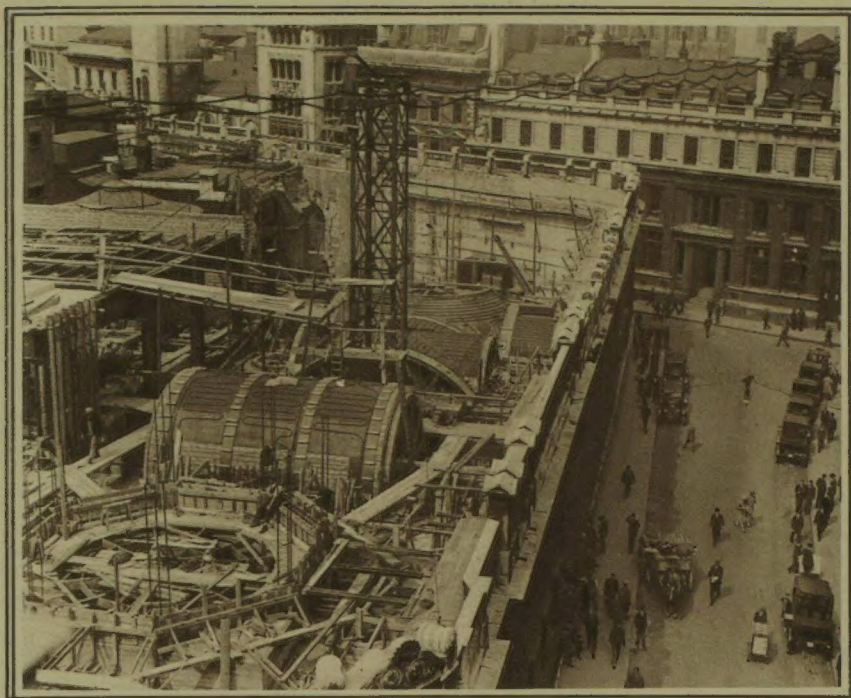
So to further things curious.

"The tenacity with which administrative officers adhered to antiquated formulas is . . . evident in the instruments issued for the creation of baronets. . . . The Letters Patent issued to each member of the first batch of baronets contained a recital that he had freely given to the King an 'aid' sufficient to maintain thirty foot-soldiers for three years, for the defence of the Kingdom of Ireland and especially for the security of the 'plantation' of the province of Ulster. This was true enough in 1611,

\* "Historical Notes on the Use of the Great Seal of England." By Sir H. C. Maxwell-Lyte, K.C.B. (Published by His Majesty's Stationery Office, 18*s.* net.)



# FROM THE WORLD'S SCRAP-BOOK: NEW ITEMS OF TOPICAL INTEREST.



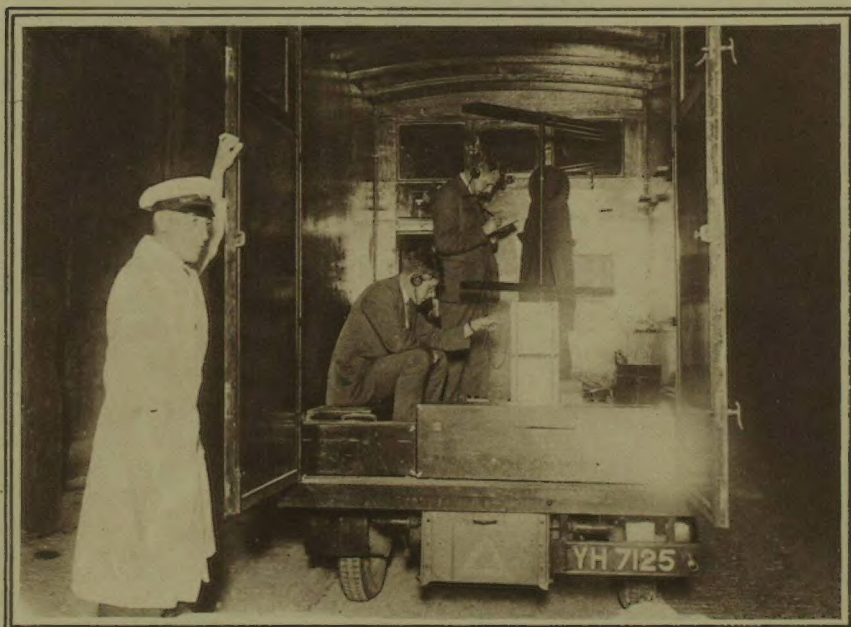
THE NEW BANK OF ENGLAND UNDER CONSTRUCTION: A \$5,000,000 BUILDING TO BE THE EMPIRE'S FINEST; WITH LONG, VAULTED STRONG-ROOMS FOR BULLION.



TESTING GAS-MASKS FOR MINERS AND FIREMEN: SIX MEN IN MASKS CONNECTED WITH A GAS-FILLED CHAMBER, UNDER OBSERVATION AT A TESTING STATION IN WESTMINSTER.

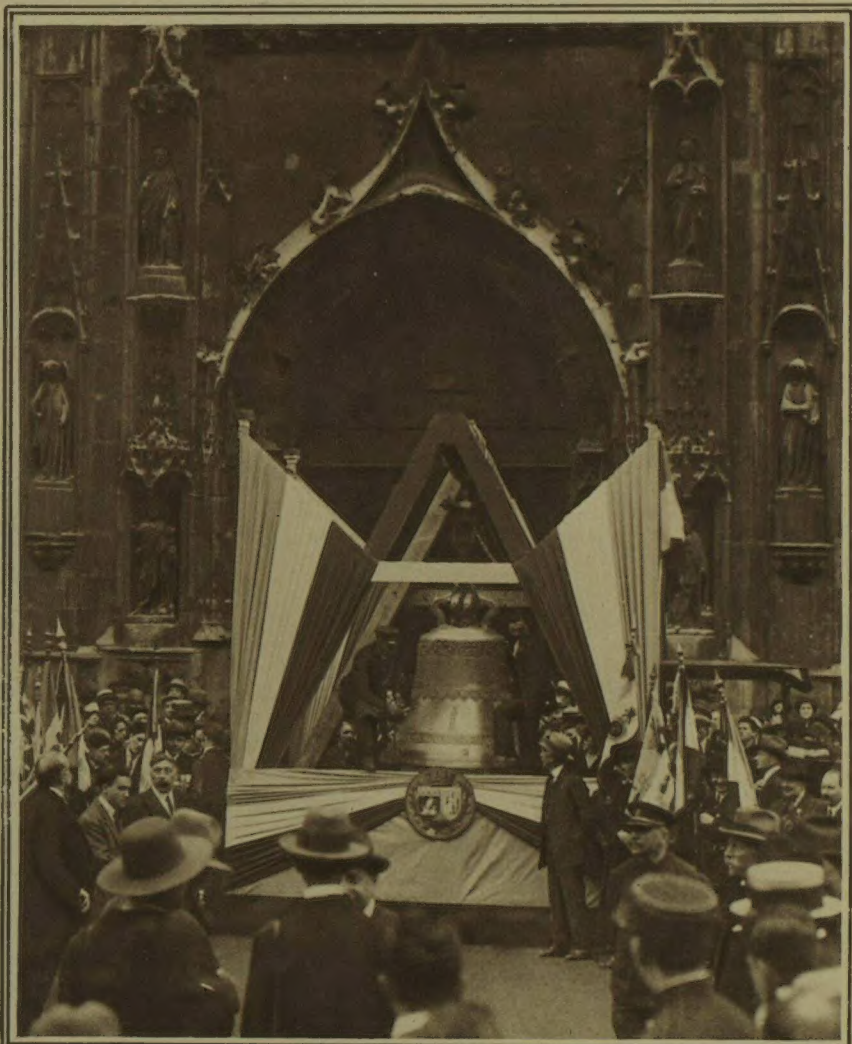


THE SALVAGE OF THE SCUTTLED GERMAN FLEET AT SCAPA FLOW: THE HULL OF THE RAISED BATTLE-CRUISER "MOLTKE," FLOATING KEEL UPWARDS, BEING TOWED AWAY TO BE BROKEN UP.



TESTING THE CONDITIONS OF BROADCAST RECEPTION FROM THE NEW STATION AT DAVENTRY, IN VIEW OF RECENT COMPLAINTS: B.B.C. ENGINEERS WITH A PORTABLE RECEIVING-SET IN A MOTOR-VEHICLE.

The new building of the Bank of England, estimated to cost £5,000,000, is being constructed with infinite care and secrecy on firm and solid foundations. It will be the depository of British credit in the form of bullion (blocks of pure gold) stored in long, vaulted strong-rooms. The offices will be lit by overhead windows of Vitaglass, to admit ultra-violet rays for the benefit of the staff's health. The building is expected to be the finest in the Empire, and capable of lasting a thousand years.—The hull of the German battle-cruiser "Moltke," when first raised some weeks ago, was covered with seaweed. The ship, which is to be dismantled, contains 23,000 tons of metal—steel, brass, gun-metal, and copper, which will go into the smelting furnace.—When the new experimental broad-

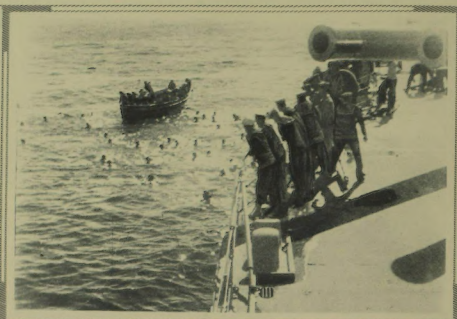


THE "BOURDON DE LA VICTOIRE": THE GREAT "VICTORY" BELL FOR THE CHAPEL AT DOUAUMONT PLACED ON A LORRY IN PARIS FOR ITS INAUGURAL PROCESSION TO THE ARC DE TRIOMPHE.

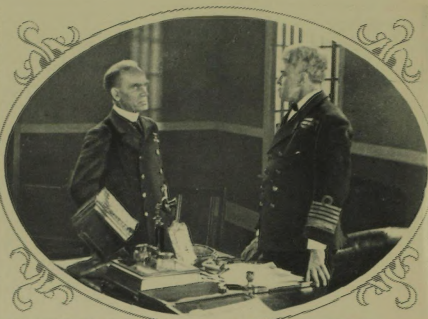
casting station at Daventry opened recently, Birmingham station was closed down. Many crystal-set listeners in Birmingham have complained that they cannot receive from Daventry as clearly as they could from their late station. The B.B.C., therefore, instituted special tests in Birmingham with the portable valve set and frame aerial illustrated above, with a view to discovering the exact conditions of reception from Daventry.—A great "Victory" bell ("Bourdon de la Victoire") to hang in the chapel marking the cemetery site at Douaumont, was ceremonially inaugurated in Paris on Sunday, September 4. It was placed on a lorry at the Church of St. Nicholas-des-Champs (as seen above), and taken in procession to the Arc de Triomphe, where it was hoisted beneath the arch and tolled six times.



"BY COMMAND" AT BALMORAL BEFORE RELEASE: A GREAT NAVAL FILM, "CORONEL AND THE FALKLAND ISLANDS."



THE RESCUE OF SURVIVORS FROM THE CREW OF THE "GNEISENAU" BY H.M.S. "INVINCIBLE": A SCENE AFTER THE DESTRUCTION OF THE GERMAN SQUADRON AT THE BATTLE OF THE FALKLAND ISLANDS.



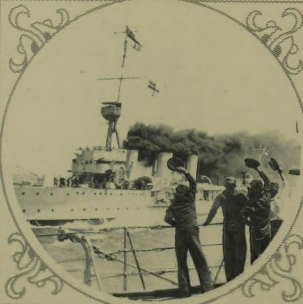
LORD FISHER (R.), AS FIRST SEA LORD, GIVES ADMIRAL STURDEE THE COMMAND OF THE AVENGING SQUADRON: REMARKABLE "DOUBLES" OF TWO FAMOUS MEN (BOTH DEAD) REPRESENTING THEM IN LEADING PARTS OF THE FILM.



THE DESTRUCTION OF ADMIRAL CRADOCK'S SQUADRON OFF CORONEL BY THE GERMAN SQUADRON UNDER ADMIRAL VON SPEE: THE BRITISH SHIPS ON FIRE—ONE OF THE MOST REALISTIC SCENES IN THE GREAT NAVAL FILM. "THE BATTLES OF CORONEL AND THE FALKLAND ISLANDS."



ADMIRAL CRADOCK, INFORMED OF THE STRONGER GERMAN FLEET'S APPROACH, DECLINES TO SEEK SAFETY IN FLIGHT: A REMARKABLE IMPERSONATION.



THE "INVINCIBLE'S" CREW CHEERING H.M.S. "KENT" AS SHE PASSES THEM IN CHASE OF GERMAN LIGHT CRUISERS: A SCENE FROM THE FALKLAND ISLANDS BATTLE.



THE BANQUET TO VON SPEE AT VALPARAISO: THE VICTOR OF CORONEL SAYS THE BOUQUET WILL SERVE AS A WREATH FOR HIS OWN FUNERAL.



THE LAST OF H.M.S. "GOOD HOPE": A BRITISH CRUISER GOING DOWN IN THE BATTLE OF CORONEL: ONE OF THE SCENES FOR WHICH ENORMOUS LIFE-SIZE MODELS WERE MADE, CORRECT IN EVERY DETAIL, AND BUILT INTO A TANK HOLDING 400 TONS OF WATER.

THE SINKING OF THE "SCHARNHORST" IN THE BATTLE OF THE FALKLAND ISLANDS: SURVIVORS JUMPING INTO THE SEA—A DRAMATIC SET, FILMED IN THE ENORMOUS TANK AT CRICKLEWOOD, WHERE 200 EX-SERVICE MEN REPRESENTED THE GERMAN CREW.



The first presentation of the great Naval war film, "The Battles of Coronel and the Falkland Islands," is to be given at Balmoral Castle, by command of the King, on September 14. On the following day it will begin a month's run at the New Gallery Kinema in Regent Street. The producers have had the fullest support from the Admiralty, and the Navy has co-operated to make the film an authentic chapter of British Naval history. It follows in close detail the actual events of Admiral Cradock's defeat and the avenging destruction of the German squadron. On November 1, 1914, Admiral Cradock at Coronel, on the Chile coast, with the cruisers "Good Hope," "Monmouth," and the light cruiser "Glasgow," hears of the approach of a much stronger German squadron, under Admiral von Spee, consisting of the "Scharnhorst," "Gneisenau," "Leipzig," "Nurnberg," and "Dresden." He declines to retreat, and gives battle, hoping, at any rate, to cripple the enemy. The "Good Hope" and "Monmouth" are sunk, with colours flying, but the "Glasgow" escapes to the Falkland Islands. At Valparaiso the German colony entertains Von Spee at a banquet, where a civilian proposes "Damnation to the British Navy." Von

Spee declines to respond, and raises his glass in honour of "a gallant enemy." He accepts a bouquet with the remark: "This will do for my funeral when my turn comes." Meanwhile, in England, Lord Fisher (then just made First Sea Lord) sends out Admiral Sturdee with the battle-cruisers "Inflexible" and "Invincible." The result was the victory at the Falkland Islands. The making of the film involved the use of 80 tons of explosives, and the construction of an immense tank in which the sinking of the "Good Hope" and the "Scharnhorst" is represented by life-size models. No fewer than thirty-five ships have been used, and some 40,000 Naval and Dockyard men have been concerned in the production. Over 4000 were actually employed. A remarkable feature is the close resemblance of the impersonators of the leading characters to the originals. The film was financed by Mr. A. E. Bundy, and the production controlled by Mr. H. Bruce Woolf, Managing Director of British Instructional Films, Ltd. The picture was directed throughout by Captain Walter Summers, and the distributing firm are the W. and F. Films Service, Ltd.



## EVOLUTION EVIDENCE FROM SUFFOLK.

REASONS FOR ASSIGNING A MUCH GREATER ANTIQUITY TO NEANDERTHAL MAN.

By J. REID MOIR, the well-known East Anglian Anthropologist.

The following article is of particular interest just now in view of the reference to the author's work made

recently by Sir Arthur Keith in his presidential address to the British Association, enumerating various important discoveries made since Darwin's death and corroborating his theory of evolution. Sir Arthur said: "From Pliocene deposits of East Anglia Mr. Reid Moir has recovered rude stone implements." Mr. Reid Moir has since drawn attention (in a letter to the "Times") to the importance of stone artifacts as evidence in tracing the development of man. In the present article he adduces reasons for believing that Neanderthal man belongs to a period much more remote than has hitherto been supposed.

THERE are, it may be supposed, few types of prehistoric man better known to the general public than that which was first found in a cavern in the valley of the Neander in Germany,

regard these remains as extremely remote, will make his estimate correspondingly large. These temperamental matters operate in all guesses as to the duration of prehistoric time; and, as the different cultural epochs of the past were of considerable duration, an added difficulty arises when an estimate of their antiquity is given, because very often no indication is afforded as to whether the number of years is computed from the beginning, middle, or end of the period under discussion.

In length of time the Moustierian was no excep-

tion to the rule, as, in a cave in the South of France, the contained deposits—many feet in thickness—revealed flint implements of Moustierian types

throughout the whole mass of the accumulations.

Further, the bones met with in the lowermost layers were those of warmth-loving animals; while those in the uppermost belonged, evidently, to creatures which could have lived only under very cold conditions of temperature. Thus, it is clear that, judging from the evidence provided by this French cavern, the Moustierian culture continued to be practised during the whole of a climatic revolution, which, from the slowness of such changes to-day, we may imagine to have occupied a very long lapse of time. The cavern to which reference has been made is, however, an exception, because in most of those where the remains of Moustierian man have been found there is not much to show that these remains are of a very great antiquity. In fact, it

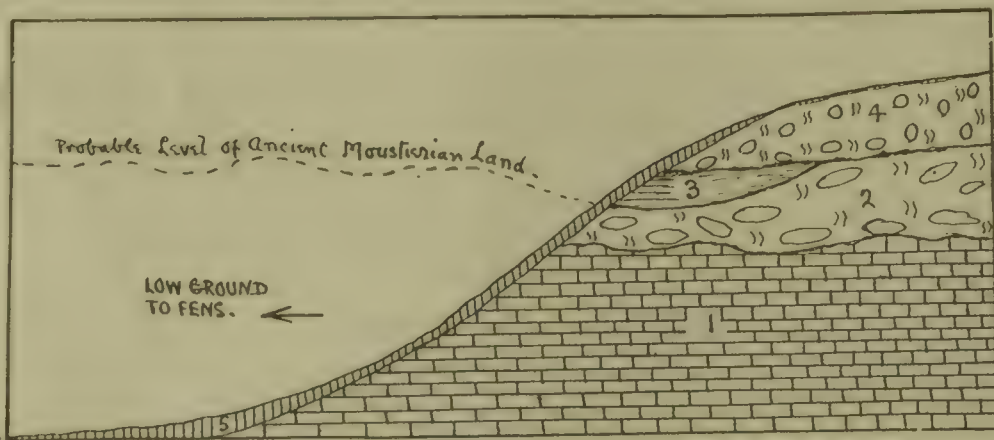
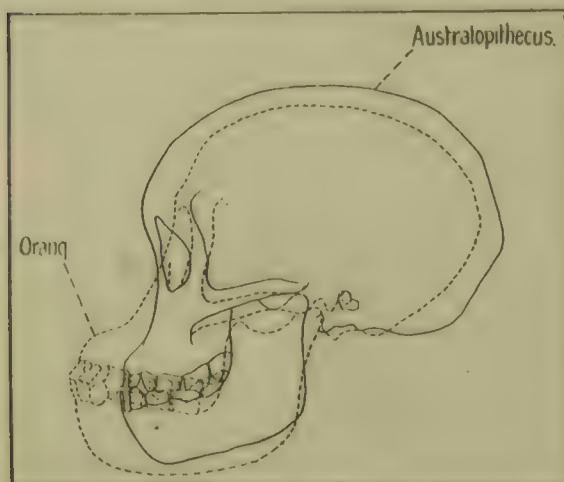


FIG. 1. A DIAGRAMMATIC SECTION OF HIGH LODGE HILL, THE MOST SIGNIFICANT MOUSTIERIAN CAMPING PLACE IN EAST ANGLIA: EVIDENCE THAT THE WHOLE AREA HAS BEEN ERODED SINCE NEANDERTHAL MAN LIVED THERE.

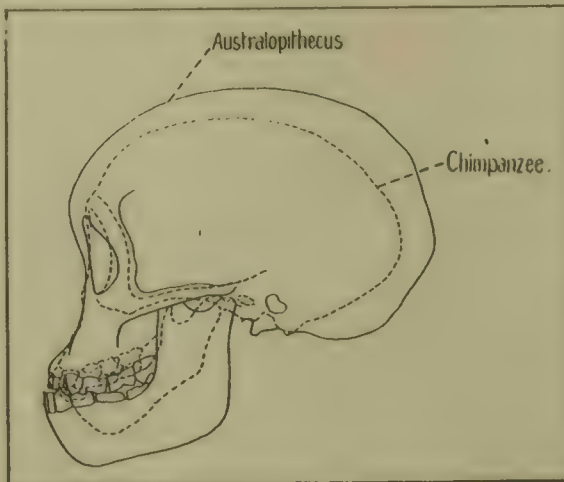
This diagram shows the position of the brick-earth containing Moustierian flint implements, and the vast geological changes that have occurred since Neanderthal man lived at this spot. The numbers indicate—(1) White Chalk; (2) Lower Boulder Clay; (3) Brick-Earth with flint implements; (4) Upper Boulder Clay; (5) Surface Deposits.



SUPERIMPOSITION OF "AUSTRALOPITHECUS" ON AN ORANG CHILD OF THE SAME AGE.

Note the striking differences between the faces and brain-cases, and especially the overhanging forehead of *Australopithecus* as compared with that of the orang.

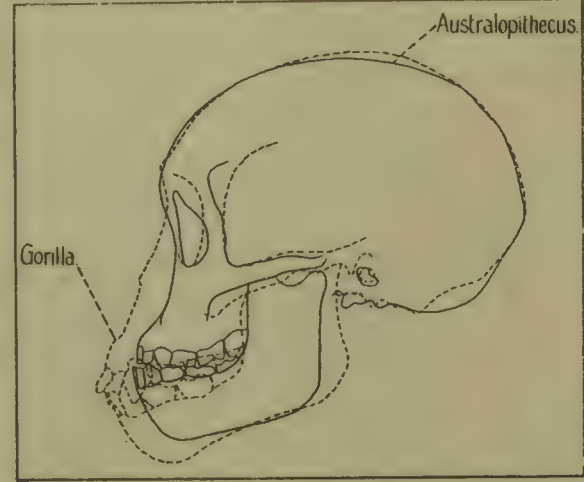
THE SUBJECT OF SIR ARTHUR KEITH'S PRESIDENTIAL ADDRESS TO THE BRITISH ASSOCIATION—MAN'S RELATION TO THE APES: COMPARATIVE DIAGRAMS ILLUSTRATING THE DIFFERENCES BETWEEN AUSTRALOPITHECUS



SUPERIMPOSITION OF "AUSTRALOPITHECUS" ON A YOUNGER CHIMPANZEE CHILD IN WHICH THE FIRST PERMANENT MOLARS ARE NOT ERUPTED.

Note the overhanging forehead and the absence of ridge over the eyes, as well as the increased size of the brain-case, in *Australopithecus*.

THE "MAN-APE" OF TAUNGS, BECHUANALAND) AND THE ORANG, CHIMPANZEE, AND GORILLA RESPECTIVELY.



SUPERIMPOSITION OF "AUSTRALOPITHECUS" ON A YOUNGER GORILLA CHILD IN WHICH THE FIRST PERMANENT MOLARS ARE NOT ERUPTED. Note the smaller teeth and muzzle, the overhanging forehead, and the absence of the ridges over the eyes in *Australopithecus*. This gorilla has a brain-case of unusual size.

many years ago. The simian-like characteristics of this ancient representative of primitive humanity have been substantiated by numerous discoveries in Western Europe and other parts of the world, and it is now an established fact in prehistoric archaeology that Neanderthal man lived towards the close of Lower Paleolithic times, and made flint implements of a very distinctive type, known as the Moustierian, a name that is derived from the rock shelter of Le Moustier in France, where numerous and very excellent examples of these artifacts have been found. But, while the physical form of Neanderthal man, with his long, low skull, enormous eyebrow ridges, broad nose, projecting jaws, and absence of a chin, to mention only a few of his most outstanding peculiarities, is not now in dispute, nor is the fact that he made implements of Moustierian type unrecognised; nevertheless, when the question arises as to how many years have passed since he lived, a very wide divergence of opinion makes itself manifest.

The reason for this is not far to seek; as, when we go back in time beyond the days of recorded history, it becomes, necessarily, a matter largely of guess-work as to the antiquity in years of any given event in prehistoric days. And if an observer has a tendency to minimise the age of the remains of ancient man, he will put forward a low estimate of that antiquity; while another, who tends to

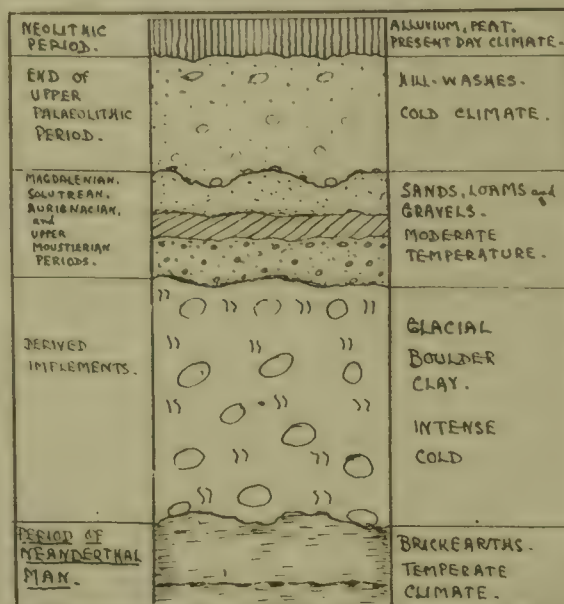


FIG. 2. GEOLOGICAL EVIDENCE OF NEANDERTHAL MAN'S ANTIQUITY: A DIAGRAM ILLUSTRATING THE VARIOUS DEPOSITS, CHANGES OF CLIMATE, AND PREHISTORIC CIVILISATIONS IN THAT REGION SINCE HIS TIME.

appears that this circumstance may have been the cause inducing some observers to place the Moustierian period not very far removed, speaking geologically, from the present day.

It is not, however, in sheltered spots such as caves and rock-shelters that a satisfactory idea of the age of Neanderthal man is to be discovered. It is necessary to examine some area where he camped in the open, which has been exposed to the free play of geological forces since Moustierian days. Fortunately, such a terrain is present in certain parts of East Anglia, where definite "stations" of this period exist, and by their position speak eloquently of the changes in the earth's surface that have occurred since these sites were occupied by ancient man.

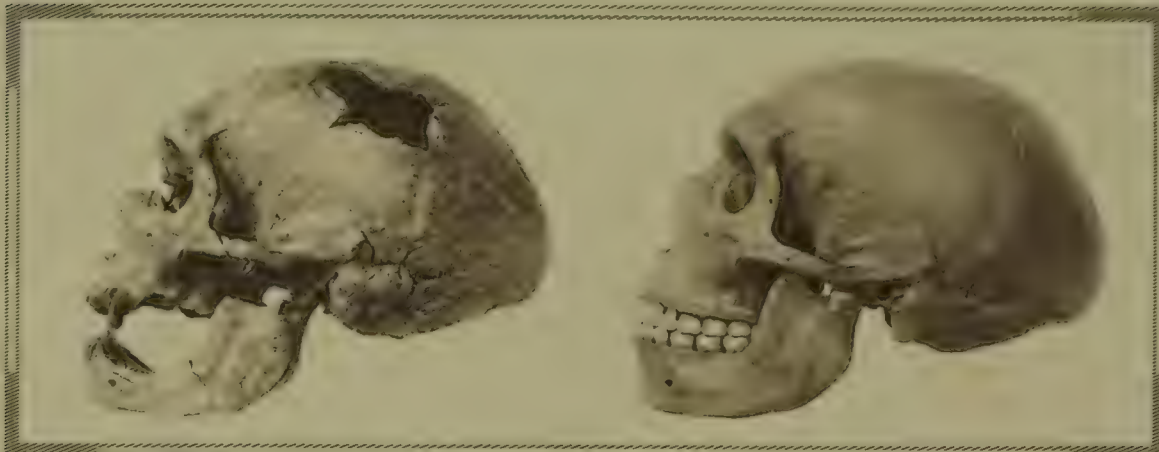
From this standpoint, the most significant of the East Anglian camping places of Moustierian man is, without question, that situated at High Lodge, near Mildenhall, Suffolk. This site has been known to archaeologists for many years, and a quantity of excellent and typical implements found there from time to time. The Moustierian "station" of High Lodge occupies a position on the side of a hill at about 120 ft. above sea-level, and the flint implements, which are quite unabraded and sharp, are found in a brick-earth resting in a hollow eroded in an ancient Boulder clay of glacial origin, which formed the land surface of those days in this part

[Continued on page 440.]



# PICTORIAL COMMENTS ON THE "KEITH" ADDRESS: STAGES IN MAN'S DESCENT—"RACIAL PORTRAITS" MODELLED ON PREHISTORIC SKULLS.

PHOTOGRAPHS NOS. 2, 3, AND 4 COPYRIGHT BY J. H. MCGREGOR; NO. 5 BY A. F. HUETTNER.



1. THE ORIGINAL; AND THE FIRST STAGE OF RECONSTRUCTION: (LEFT) THE NEANDERTHAL SKULL OF LA CHAPELLE-AUX-SAINTS; (RIGHT) A PLASTER CAST OF THE SKULL WITH TEETH, NASAL BONES, AND OTHER PARTS RESTORED.



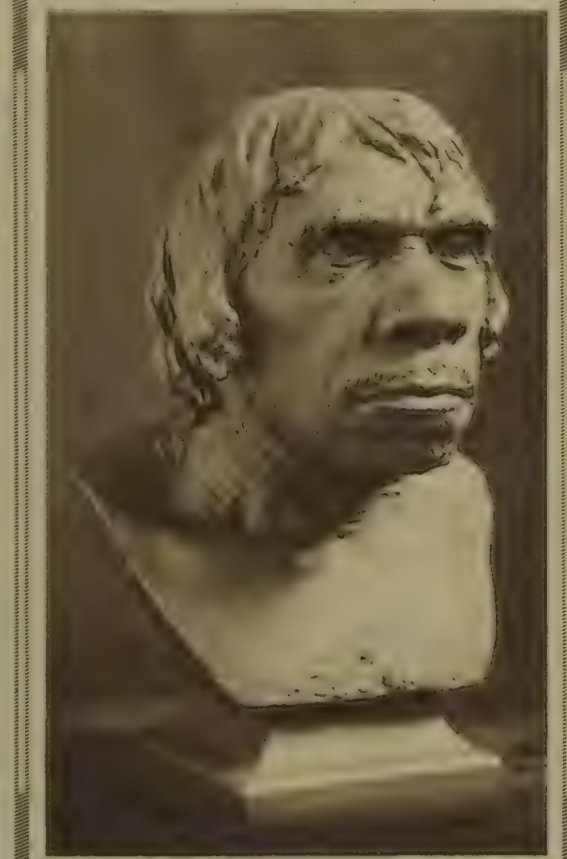
2. ADDING "FLESH" TO THE "BONES": THE SAME NEANDERTHAL SKULL (AS IN NO. 1) WITH THE LARGE MUSCLES MODELLED IN PASTELINE, AND THE PLASTER EYEBALLS IN PLACE—THE NASAL CARTILAGES CONSTRUCTED SO THAT THE TWO HALVES COULD BE REMOVED SEPARATELY.



3. THE RELATION OF FLESH TO SKULL (IN THE RECONSTRUCTED NEANDERTHAL HEAD) SHOWN IN DOUBLE-EXPOSURE PHOTOGRAPHS: THE SKULL AND THE HAIRLESS HEAD (IN NO. 4) TAKEN SEPARATELY AND SUPERIMPOSED ON THE SAME PLATES (FRONT AND PROFILE VIEWS)



4. ILLUSTRATING SIR ARTHUR KEITH'S REMARK ON THE DIVERSITY OF PREHISTORIC RACES: "PORTRAIT" HEADS FROM THE NEANDERTHAL SKULL (LEFT) AND A CRO-MAGNON SKULL (RIGHT) LIKE A MODERN EUROPEAN TYPE.

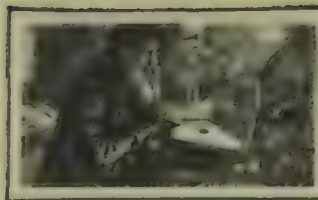


5. NEANDERTHAL MAN: THE COMPLETED RECONSTRUCTION BUST MODELLED ON THE RESTORED SKULL—THE SAME AS THE HAIRLESS MODEL (IN NO. 4), WITH HAIR, EYEBROWS, AND SLIGHT BEARD ADDED.

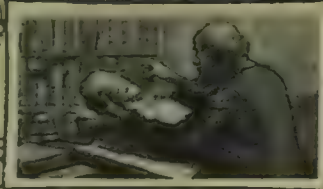
Sir Arthur Keith's presidential address to the British Association has turned the full light of controversy on to the question of human origins, and it is fascinating to speculate what our early ancestors looked like; but, as Sir Arthur pointed out, races varied in prehistoric times even more than now. Two strongly contrasted types are illustrated here—Neanderthal man (shown in all but two of the heads) and the Cro-Magnon (the right-hand two in Illustration No. 4). The photographs accompanied a very interesting article by Professor J. H. McGregor (Professor of Zoology in Columbia University and Research Associate in Human Anatomy at the American Museum of Natural History) published in the Museum's journal, "Natural History." Professor McGregor mentions that he made various busts modelled on prehistoric skulls, pointing out that they are not individual likenesses, but "type models or racial portraits." The Neanderthal man of La Chapelle-aux-Saints (Corrèze, France) he considers especially interesting as representing a type distinctly different from our own species, and it is the modelling of this head that he describes. "The skull," he writes, "which was broken into a

number of fragments, was admirably reconstructed by Professor Boule (No. 1, left). It is that of a man rather past middle life, most of whose teeth had been lost prematurely. . . . As to the nose, it is clear from the nasal aperture that this feature must have been of great width. It is also certain that it was not flat or depressed, but prominent. . . . The lips are not thick and everted as in the Negro. . . . the negroid condition is almost certainly not a primitive character. . . . After a mould had been made of the hairless phase, the plasteline was removed from the left half of the skull, leaving the 'flesh' on the right side, and a cast of this 'half-and-half' model was made. The double-exposure photographs (3) demonstrate the general conformity of the restored soft tissues to the underlying skull. As a concession to popular taste, the hair was modelled on a plaster cast, and a slight suggestion of beard added (5). . . . The Neanderthal species [Professor McGregor concludes] was human, not brute, and, though the semblance of the former flesh which clothes this ancient skull is perforce low-browed and heavy-featured, it is the likeness of a man."





## THE WORLD OF SCIENCE.



### CONCERNING A FAMOUS HACKNEY—AND SOME OTHER HORSES.

By W. P. PYCRAFT, F.Z.S., Author of "Camouflage in Nature," "The Infancy of Animals," "The Courtship of Animals," etc., etc.

SOME years ago I commented, on this page, on the spine of the racehorse, pointing out the deplorable consequences of putting thoroughbreds into training to run as "two-year-olds." I drew attention to the fact that there was probably not a single racehorse running to-day with a really sound back. By request, I have recently re-stated the evidence I originally produced. Like Elijah, I have been asked to "cry aloud," but I fear my voice will fall on deaf ears. It seems strange that those who have the charge of such costly animals, whether trainers or veterinary surgeons, should know so little of what is under the skin of the occupants of their stables. They have a finely discriminating eye for "make and shape," yet no more than the most elementary knowledge of the bony framework and the muscular anatomy to which that "make and shape" is due.

This much was evident nearly forty years ago, when the wisdom of all the horse-breeders of the day was set forth in a Government Blue Book containing the results of the Royal Commission on Horse-Breeding. Here veterinary surgeons talked learnedly of the "cartilage" between the "splint-bones" and the cannon-bone, apparently unaware that, between cartilage and fibrous elastic tissue there is a world of difference! Another solemnly assured the Commissioners that, in his opinion, the colour of a mare's progeny was influenced by the colour of her surroundings. That is to say, she was likely to bear a grey foal "if she had been running with grey animals." There were, indeed, some amazing things said on this theme at that time. Apparently a belief was shared by all in the story of Jacob and Laban and the ringstraked cattle!

One expected that the publication of the Report would make it apparent that it would be worth while to take up this matter a little more seriously. Yet we seem to stand to-day where we stood nearly forty years ago! Let us resolve to make up for lost time.

appropriate Valhalla, the British Museum. But, unfortunately, this is the only hackney there, though doubtless others will soon follow him.

The accompanying photograph (Fig. 1) will show



FIG. 1. CHAMPION LEOPARD: A TYPE OF "RIDE-AND-DRIVE" HACKNEY "AS NEAR PERFECTION AS ONE CAN HOPE TO GET."

Among our domesticated horses the "hackney" holds a very important place. Champion Leopard represents one of the finest examples of this type which has yet been bred. He died at the ripe age of twenty-three years. The refinements of build are traceable to Arab blood.

that Champion Leopard was a type of "ride and drive" hackney as near perfection as one can hope to get. But he was more than just pleasing to the eye. His performance fulfilled all the expectations which are promised in his "make and shape." Put in technical language, his qualities were "congenital," and not "somatic variations." To bring home the supreme merits of this horse, mark his fiery, defiant bearing, his long, massive neck, with its splendid setting, his fine head, like that of a thoroughbred; and then turn to the picture of the Mongolian wild horse, or tarpan (Fig. 3). Here we have a coarse and ugly head and a surprisingly short and hog-maned neck. The forelock is also missing, while the general appearance of the animal is sluggish.

I am not using the tarpan merely as a foil to show up the surpassing beauty of Champion Leopard, but to show what careful and long-sustained breeding has done in the course of the evolution of the hackney. For it is from this same tarpan, or some near ally, that the domesticated horses, large and small, of north-western Europe have been derived. Some hold, and perhaps rightly, that this ancestor was rather the Norwegian Dun-Pony, which has a fuller development of mane and tail. But, as they agree that this animal was a derivative of the tarpan, we are brought back to the same source. Which of these two views is correct does not matter in this connection, for it is certain that the modern domesticated breeds of horses—other than "thoroughbreds"—whether ponies, hackneys, or "heavy horses," have been greatly modified by man's selective action in breeding. The Shire horse and the Clydesdale are the largest horses which have ever lived.

The importation of Eastern blood, from the time of the Crusaders onwards, had a leavening influence in the improvement of the "cold-blooded" horses all over Europe. And this influence received a tremendous impetus by the

importation of Arab and Barb into this country from the time of Henry VIII. to James I. This is an aspect of my theme, however, which I cannot pursue, or I shall have no space for other things touching the need for collecting skeletons of famous horses of all kinds.

To begin with, we need someone to take up the intensive study of the skeleton of the horse at large—that is to say, wild and domesticated. This must include zebras (Fig. 2) and asses, and, by the way, mules. Thereby we shall lay a solid foundation for further work. For this study cannot but throw much needed light on the relation between the moulding of the bony framework and the moulding of the skeleton; for these two factors are to be constantly borne in mind.

Next the differences between the wild and domesticated horses—and asses—are to be studied; and finally, the distinctive characters of the several breeds. These facts obtained, we should be able to distinguish, more or less clearly, the qualities and features which belong to the common heritage, and those which have come about by "selection" designed to achieve certain particular ends of the breeder.

Let me conclude with the citation of one concrete case of the kind of evidence we must set ourselves to ponder over. The celebrated thoroughbred, Stock-

well, had a most remarkable thigh-bone, inasmuch as it all but lacked what is known as the "third trochanter." And he had a most peculiar gait, which was commented on by "The Druid" in *Post and Paddock* just seventy years ago. That gait, at the time, was inexplicable.

We now know at least a contributory cause. His skeleton is fortunately preserved in the British Museum, and some day I hope to have an opportunity to examine it carefully, bone by bone, in the expectation that other correlated peculiarities will be discovered. It does not appear that any of his descendants have been preserved, so that we cannot say in how far this peculiarity has been transmitted.

Though late in the day, it is to be hoped that serious efforts will now be made by all concerned not only to collect and preserve the finest types of all our domesticated horses for the edification of



FIG. 2. GRÉVY'S ZEBRA: ONE OF THE MANY TYPES OF ANIMALS THAT SHOULD BE STUDIED WITH A VIEW TO THROWING LIGHT ON THE DEVELOPMENT OF THE HORSE.

The photographs of Champion Leopard and the wild horse (Figs. 1 and 3) should be compared with this picture of Grévy's zebra, the largest and "best made" member of his tribe. A stripe along the spine and across the shoulders and semi-rings round the legs sometimes occur in domesticated horses, suggesting a derivation from a common striped ancestor. These markings frequently appear in the tarpan.

But we must begin by deploring the fact that we have so little material on which to base that intensive study of the framework of horses so long overdue. The Natural History Museum ought to be regarded as the place where all good horses go when they die. There we ought to be able to study not one, but the skeletons of a dozen or so of Derby winners, hackneys, "heavy" horses, and so on.

Of the early racehorses it seemed that the skeleton of Eclipse only had been preserved. But the other day I learned that the skeleton of the famous Blacklock has also come down to us, and its owner has kindly asked me to go and see it. I shall certainly go. All horse-lovers, while regretting the demise of that famous hackney Champion Leopard, will be glad to know that his owner has sent him to the



FIG. 3. PREJVALSKI'S WILD HORSE: AN UGLY, SLUGGISH ANIMAL, IN STRONG CONTRAST TO THE HACKNEY, BUT REPRESENTING THE ANCESTOR OF OUR DOMESTICATED HORSES.

In Prejvalski's wild horse we have a type representing the probable ancestor of our domesticated "cold-blooded" horses. The conspicuously short neck, hogmane, and absence of a "forelock" should be noted. It is also called the tarpan.

generations yet unborn, but also to furnish us with material for the better understanding of what we have got to-day. It is high time this important work was systematically undertaken.



# "As Chasing the Red Deer, as Following the Roe."

REPRODUCED FROM "HUNTING AND STALKING THE DEER." THE PURSUIT OF RED, FALLOW AND ROE DEER IN ENGLAND AND SCOTLAND. BY LIONEL EDWARDS AND HAROLD FRANK WALLACE  
ILLUSTRATED BY THE AUTHORS IN COLOUR AND BLACK AND WHITE. BY COURTESY OF THE PUBLISHERS, MESSRS. LONGMANS, GREEN AND CO., LTD.



"ROE DEER  
IN WINTER":  
A DRAWING BY  
FRANK WALLACE  
A DELIGHTFUL  
COMBINATION OF  
LANDSCAPE AND  
ANIMAL STUDY.



"UNREQUITED  
AFFECTION  
(ROTHIE-  
MURCHUS)":  
A DRAWING BY  
FRANK WALLACE  
—A CHARMING  
PICTURE OF  
SCOTTISH HILLS,  
WITH AN  
INCIDENT IN THE  
COURTSHIP OF  
ANIMALS.

Deer-stalking begins when the stags are clear of the "velvet" that covers their growing antlers. Although no date is fixed, as with grouse or partridge, for the opening of the season, which depends on the state of the animals, little stalking is done, as a rule, before the last week in August. This year, it is reported, stags developed somewhat late, owing to unfavourable climatic conditions in the spring and early summer, but improved greatly

during the past few weeks. In the very interesting and beautifully illustrated volume (named above) from which these water-colours are reproduced, Mr. Frank Wallace writes regarding his share of the work: "To the roe I have paid particular attention. Though much is written in connection with red deer, scarcely a line appears about this supremely interesting little animal." He devotes several chapters to the roe.



# The Big Bully and the Fighters: Game-Birds in an Air Battle.

FROM THE WATER-COLOUR BY J. C. HARRISON, EXHIBITED AT MESSRS. VICARS BROTHERS' GALLERIES, 12, OLD BOND STREET. (COPYRIGHTED.)



"MOBBED": A "DASTARDLY" BUZZARD ATTACKED BY A PAIR OF "AUDACIOUS" PEREGRINE FALCONS.

"The buzzard," writes Gilbert White, "is a dastardly bird, and beaten not only by the ravens, but even by the carrion-crow." The "Royal Natural History" says: "In searching for their prey, buzzards fly slowly and sluggishly, and their cowardly disposition is exhibited by their generally selecting young or feeble animals for their

victims." In contrast to this big bully, "Next to the goshawk, the peregrine falcon is our most audacious bird of prey. Its flight is amazingly swift. . . . The peregrine has always been a favourite bird in falconry, and is the one most commonly employed in the modern revival. . . . In striking, the falcon attacks only with its claws."



# ANTARCTIC WHALES IN PERIL OF EXTERMINATION.

MODERN WHALING METHODS WITH FLOTILLAS OF CHASERS, CARRYING HARPOON-GUNS, AND SERVING A "FACTORY" SHIP.

By J. BRYANT, M.B.

PROBABLY no industry has lost so much of its personal romance, yet retained so much of its fascination, as whaling. Gone are the supermen who did battle with Leviathan from an open boat, and cracked jests whilst plunging the lance time and time again into the fleeing monster in attempts to find its "life," at the uttermost peril of their own and the lives of their boat's crew. Gunners now replace harpooners,

procedure has only been adopted fairly recently, owing to the timidity of the whales and their diminishing numbers. It is often a perilous undertaking, as fog and blizzards may continue for days, and conceal the fast-travelling bergs that, driven by the wind at a greater speed than the pack, may bear down on the ship in a very short space of time.

The modern Antarctic whale fishery is overcrowded, and several things must happen. The whales will perish, as they have done in the North. To prevent this, the number of licenses issued must be cut down, or fishing far out in the ice must be stopped. The situation is a difficult one, as much capital is sunk in this fishery. The right-whale has gone; the hump-back—once taken in enormous numbers by slow craft—has practically gone. The fin-whale still exists in great numbers: his

reds, and golds as the mists rose and swirled and dispersed again. The pack ice, grey at first, gradually became transformed into miles of pale-rose coloured sugar icing, floating on an alternately lead, gold, and purple sea. A mighty berg, resembling a slab of an enormous iced cake, became touched with light. One could have imagined that methylated spirit had been spilt over it and lighted. Sheets of violet flame raced and flickered along its clear-cut edges. Man was never meant to try and describe the scenery of the Antarctic; it is presumption on his part. And then, about half-a-mile ahead, three lofty jets went up, and three long sleek backs with long raking fins followed, as some fin-whales glided smoothly through the pack. The spell was broken; the engine-room bell clanged, the ship stirred, a muffled figure, heavy with sleep, shot from below into the rigging and crow's-nest. A stamping of feet on the bridge brought the weary gunner clambering, in a weird assortment of clothes, from his bunk beneath to the bridge—he had been at rest but one hour. It is day once more, and the gory business starts again. "Clang-clang"—full speed.

The chase begins; in and out between the small bergs and pack goes the boat, but the whales are canny, and are running hard. Suddenly there is a blast of vapour close in on the port side, and in the ice, about a quarter of a mile away, the massive shoulder, followed in turn by the long, marbled, smooth, ridged back and fin of a great blue appear in turn and disappear, whilst a puff of vapour hangs slowly drifting over the ice. The wheel goes hard over, and she drops to half-speed at once. The great blue is a wily bird, and dislikes engine-hum. Daintily she picks her way through the ice. The whale is blowing regularly, moving slowly, and is feeding on the shrimp with which the water is alive. Dead slow! Stop! A lonely voice from the mast, tense with excitement, gives a steering order, and then, "Here she comes." The gunner bursts from the bridge and down the slippery gangway to the gun-platform, and then, sixty yards ahead, appears the colossal shoe-toe head of the whale. She blows and goes down quietly again; the boat glides on with engines still off; the gunner crouches over the gun, his head level with the sighting bar, his feet well apart, waiting for the next blow. "Here she comes" from the mast-head. Head, blow, shoulder—no shot yet—still more body, and still more; then, just as she goes down—bang!—a roar and a rattle as the forerunner goes out. Then a dull explosion some thirty yards ahead, as the shell tipping the harpoon explodes in the vanished whale. There is a patch of blood on the water,



A MODERN WHALE-BOAT'S "ARTILLERY": A HARPOON-GUN AND GUNNER.

On top of the gun is a bar with sights, and under it is a glycerine recoil cylinder. The harpoon, seen in the gun, has at the end a shell or grenade carrying a large charge of blasting powder. Fitted to the side of the harpoon are great hinged barbs, and it is attached to a rope (the "forerunner") seen coiled underneath.

and whalers no longer take a pride in shaving with the blades of their harpoons. The Qeequegs and Tahitians, the Starbucks, McIvors, and Lindsays, are replaced by Hansens and Jensens; the Dundees and Nantucketers have given way to the men of Tansberg and Sandefjord.

Big toes nowadays are not conspicuous by their absence amongst blubber-slicers. The slicing-room has gone, and the revolving knives and crushers of the "spic" pressers have taken the place of the bare-footed worker in the blubber-room. Where are the try-works and the vats? Huge steam-kettles now replace the boiling-pots; the whalers of Dundee and London, who once filled their holds with minced blubber owing to the shortness of the Greenland season and the lack of fuel-space, are memories of the past. Old salts no longer say they can smell the whalers coming home "fifty miles at sea." True, the whale still smells, and after the fifth day has no parallel. Imagine twenty acres of frost-bitten cab-bages a week after the thaw; imagine also a heap of burning car-tyres on the far side of the field; imagine also that field and fire are to windward; and some idea—only an idea—will be gained of what a whale can smell like.

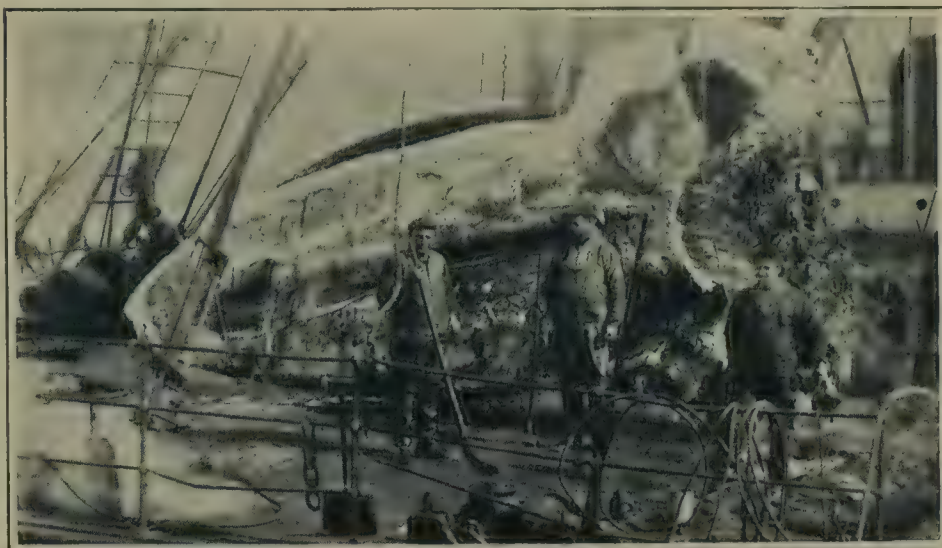
The sturdy Greenland whaler and the raking sperm whalers of fifty years ago are replaced by 8000 or 9000—nay, even 17,000—ton boats (S.S. *C. A. Larsen*), usually old passenger and cargo boats specially fitted with great derricks and kettles and capable of dealing with from seven to fourteen whales a day. And what of the crews? These, at least, retain some of the romance of the past: old wind-jammer seamen, gold-engravers, lawyers, master mariners, ship-owners, deserting cavalry officers, officers from the Imperial Russian Navy, lumber-jacks, and journalists, to mention a few actually met among whaling crews. The vast majority are farmers; practically all are Scandinavian, and, on the whole, excellent fellows both as shipmates and patients. It was such an outfit, then, that left Leith early one September with the writer as doctor. The change from the routine of hospital life, the aches and pains of Mrs. Brown and the asthma of McTavish, the broken nights and the stuffy summer heat of the residents' side-room, was heaven itself.

A detailed description of the process of cutting the whale is impossible here. It is sufficient to say that to each ship three to five whale-boats are attached. These, after capturing a whale, tow it to the parent ship, where it is disposed of. The "factory" herself is either anchored in some glacier-hemmed harbour or drifts in the pack ice, where she trusts to the ice to act as a breakwater, and so enable her to lie in water smooth enough to work the whale. The last

speed and shyness are his safeguards. The blue whale, from all accounts, has diminished, but statistics are hard to collect accurately. He is the biggest of all whales, but is seldom seen in more than pairs. When the pack ice drifts with the wind close to the shores of South Orkney or South Shetland, the whales usually come in with it. I shall never forget once in January lying in the early morning off Saddle Island, South Orkney, perhaps ten miles out. We lay in the whale-boat amongst the ice, the water oily still, and all was intense silence, broken only by the sound of whales blowing all round, or the idle angry chatter of the never-sleeping cape pigeons haggling over some piece of offal.

On the gun platform stood three enthusiasts: the watch, a fireman, and myself. Just off the bow of the boat a whale was blowing at regular intervals; he must have been very close, as we could see the vapoury "blow" drifting past us in the dim light. One held the gun, and peered ahead, trying to catch a glimpse of the monster and sneak a shot while the crew snatched half-an-hour's rest during the brief darkness. The cold was intense, but the eagerness to get a possible shot at really big game made one forgetful. Then, suddenly, "fwhe-o-o-o," like a long-drawn-out blast of escaping steam right alongside, and another and another—fin-whales were passing about fifty yards away, but out of sight.

And then came dawn. Men have written of Kashmir and Alpine dawns, but I do not believe any could touch the splendour of the sunrise over the twin peaks of Saddle Island and the pointed heights and glaciers of South Orkney. Peak, pack, and giant berg blazed and faded in a riot of icy blues,



THE TOP OF A BLUE WHALE'S HEAD STRIPPED OF BLUBBER: A DECK SCENE ON A WHALE "FACTORY" SHIP, SHOWING A GREAT STEAM BONE-SAW (LEFT FOREGROUND).

The men on deck are holding "fenching" knives. In the whale's head may be noted the arch of the cheek-bone and the great occipital condyle, the joint between the head and neck. The whalebone lining the inside of the mouth can be seen along the edge of the head.

smoke hanging round the bows, and some reeking tow wads floating on the water. The whale-line lies taut; but quiet, in the sea.

"Dead?" says a sleepy-looking, unshaved person, who (quite inadequately clad) has just left his bunk. "No; fainted," says the gunner; and so it proves, for with a roar and a rumble the last few fathoms of forerunner go out, followed by the great whale-line.

(Continued on page 438.)



# "MECHANISED" WAR AGAINST WHALES: HARPOON-GUNS AND "FACTORY" SHIP.

(SEE ARTICLE AND OTHER ILLUSTRATIONS ON PAGE 419.)



THE MANDIBLE, OR LOWER-JAW, OF A FIN-WHALE BEING HOISTED ABOARD: A SCENE ON DECK IN A WHALE "FACTORY" SHIP IN THE ANTARCTIC.



THE FIRST SHEET OF BLUBBER BEING HAULED ABOARD: WHALING IN THE OPEN SEA, TRUSTING TO PACK ICE (SURROUNDING THE SHIP) TO GIVE SHELTER.



THE IMMENSE PADDLE AND SHOULDER-GIRDLE OF A BLUE WHALE COMING ABOARD: A GANG OF TYPICAL WHALERS, AND HUGE WHALE-DERRICKS.



THE TAIL OF A GREAT BLUE WHALE (WITH FLUKES REMOVED AND CARCASS STRIPPED OF BLUBBER) BEING HOISTED ABOARD: A WHALE "FACTORY" SHIP.



NEARING THE END OF ITS FIGHT FOR LIFE: A STRICKEN WHALE RUNNING FOR PACK ICE WITH TWO HARPOONS IN ITS BODY—A PHOTOGRAPH SHOWING THE WASH MADE BY THE MONSTER'S TAIL, THE TWO DISTENDED BLOW-HOLES, AND THE THINNESS OF THE "FORERUNNERS" (ROPES ATTACHED TO THE HARPOONS).

A WHALE-BOAT COMING ALONGSIDE THE "FACTORY" SHIP WITH A CAPTURED FIN-WHALE FASTENED BY CHAINS TO HER PORT SIDE: A TYPICAL MODERN WHALE-CHASER, SHOWING THE HARPOON-GUN IN THE BOWS, GANGWAY FROM GUN-PLATFORM TO BRIDGE, WINCH AT BASE OF MAST, "FORE-RUNNER" (ROPE) PASSING THROUGH PULLEY-BLOCKS ABOVE, AND BAMBOO POLES WITH FLAGS FOR MARKING THE DEAD WHALE SET ADRIFT.



Modern whaling is a very different affair from that of former days, as described by Herman Melville in "Moby Dick." A vivid picture of the methods now employed is given on page 419 of this number, in an article sent with these photographs, by Mr. J. Bryant, who accompanied an Antarctic whaling expedition as ship's doctor. He points out that the whale fishery there is overcrowded, and that, unless it is restricted, "the whales will perish as they have done in the North." The subject is of great interest to New Zealand, as the Governor-General is also Governor of the Ross Dependency, which extends to the South Pole, and the Government receives whaling license fees and royalties. In 1925-26 the whale-oil taken exceeded 1,500,000 gallons. The question of restriction was recently raised again in the New Zealand Legislative Council by Mr. G. M. Thomson, who has made a special study of Antarctic whale fisheries. He stated that the British Government had sent the "Discovery" on a voyage of investigation, and he suggested an international agreement to control the fisheries. About five

years ago, he recalled, the privilege of whale-fishing in the Ross Sea was granted by the British Government to a Norwegian company, which last summer sent out two store (or "factory") ships, each accompanied by five fast motor-driven whale-chasers, able to catch the swift-swimming rorquals (fin-whales). One store-ship returned with 22,734 barrels of oil, the product of 254 whales. The oil from one alone—a monster 125 ft. long—was valued at £1000. The second store-ship had then 40,000 barrels of oil, and the two together would account for 500 or 600 whales. Mr. Thomson contended that, if 2000 or 3000 whales were taken around South Georgia each season, and 700 to 1000 in the Ross Sea, the numbers would be rapidly depleted. Fifty years ago, he pointed out, right-whales and sperm-whales were plentiful, but now hardly any of either species were found. The same results would probably follow the wholesale capture of rorquals. Similarly, the seals and allied animals that once swarmed on the coast of South Island, New Zealand, had in the course of twenty-five or thirty years been practically exterminated.



# DARWIN'S HOME FOR THE NATION? THE "CRADLE" OF EVOLUTION.



WHERE THE AUTHOR OF "THE ORIGIN OF SPECIES" AND "THE DESCENT OF MAN" TESTED HIS SCIENTIFIC CONCLUSIONS: THE LABORATORY AT DOWN, THE HOME OF CHARLES DARWIN.



DARWIN'S PRIVATE DOOR (OF WHICH HE ONLY HAD A KEY) LEADING TO HIS PRIVATE WALK AND LABORATORY.



IN THE GROUNDS OF HIS KENTISH HOME, WHERE HE SOUGHT SECLUSION TO WORK OUT HIS THEORY: DARWIN'S PRIVATE WALK AT DOWN.



WHERE DARWIN LIVED FORTY YEARS, AND DIED IN 1882: HIS HOUSE AT DOWN, WHICH IT IS HOPED TO ACQUIRE FOR THE NATION.

After his presidential address on Darwin's theory of the Descent of Man, at the opening of the British Association meeting in Leeds on August 31, Sir Arthur Keith announced that the Council of the Association had decided to consider the advisability of purchasing for the nation the home and surroundings in which Charles Darwin worked. "They were the cradle of ideas," Sir Arthur said, "that have transformed the outlook of man. The preservation of the property is assured so long as a Darwin remains, but it must be secured for all time in order that mankind in the future may realise better the personality which was so great a factor in scientific progress. The surroundings of Down are already threatened by the speculative builder, and if the place is to be saved the time to act is now. The garden, trees, and general surroundings at Down are to-day just as they were when Darwin walked in the grounds." Darwin moved from London to Down, a village near Farnborough, in 1842, three years after his marriage to Emma Wedgwood. The "Dictionary of National Biography" says: "It was the strain of London life that determined him to settle in the country, and it was the continuance of ill-health that forced him to lead for the rest of his days a secluded life of extreme regularity." Darwin died at Down on April 19, 1882.



It's dangerous to run your car with old oil in the sump

**TWO GREAT OCEAN FLIGHTS**

LINDBERGH—across the Atlantic  
U.S. ARMY AIR CORPS PILOTS—  
across the Pacific

accomplished on a  
standard grade of  
**Mobiloil**

## Make the Mobiloil Chart your guide

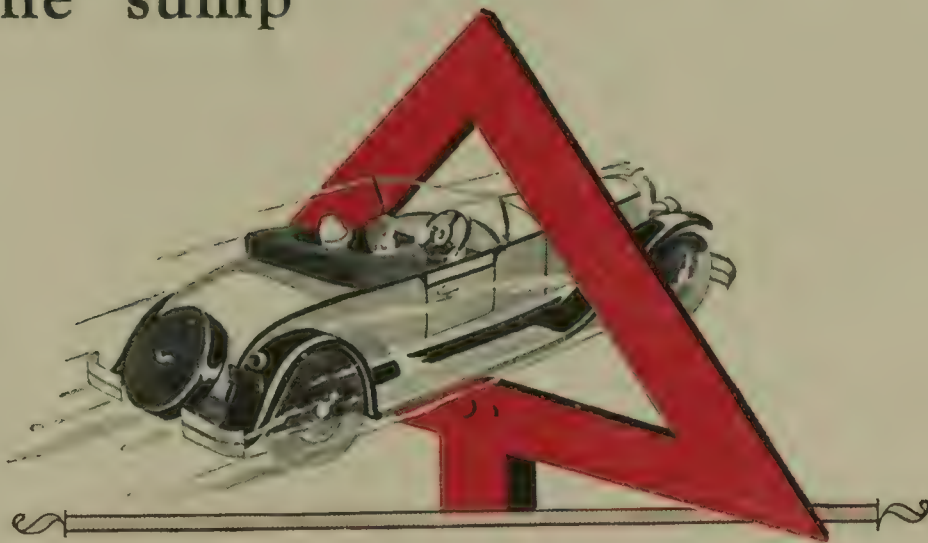
If your car is not listed below you will find it in the Mobiloil Chart at your Garage.

**WARNING:**

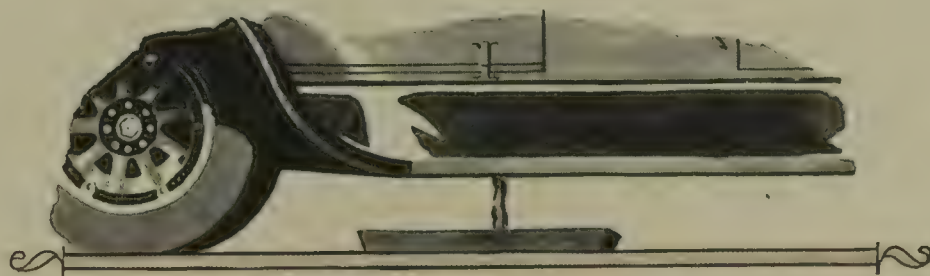
Don't ask for "A" or "BB"; always ask for Mobiloil "A" or Mobiloil "BB."

NAME OF CAR	1927 Engine		1926 Engine		1925 Engine	
	Summer	Winter	Summer	Winter	Summer	Winter
Alvis	BB	A	BB	A	BB	A
Armstrong-Siddeley	BB	A	BB	A	BB	A
Austin, 7 h.p.	A	A	A	A	A	A
Austin, 12 h.p.	BB	A	A	A	A	A
Austin (other)	BB	A	BB	A	BB	A
Bean	A	A	A	A	A	A
Citroen, 7.5 h.p.	—	—	A	Arc	—	Arc
Citroen, 12/24 h.p.	A	A	—	—	—	—
Citroen (other)	BB	A	BB	A	BB	A
Clyno	BB	A	BB	A	BB	A
Crossley, "Six" and 14 h.p.	A	A	A	A	A	A
Crossley (other)	—	—	BB	A	BB	A
Daimler (all models)	A	A	A	A	A	A
Darracq, 12/32 h.p.	BB	A	BB	A	BB	A
Darracq (other)	A	A	A	A	A	A
Hillman	A	A	A	A	BB	A
Humber, 8 and 9 20 h.p.	A	A	A	A	A	A
Humber (other)	BB	A	BB	A	BB	A
Jowett	A	A	A	A	A	A
Lagonda, 12/24 h.p.	A	A	A	A	A	A
Lagonda (other)	BB	A	BB	A	—	—
Lanchester	A	A	A	A	A	A
Lancia (Lambda)	A	Arc	A	Arc	A	Arc
Morris-Cowley	A	A	A	A	A	A
Morris-Oxford	A	A	A	A	A	A
Peugeot (Sl. Valve Mds. and 11 and 12 h.p.)	A	Arc	A	Arc	A	Arc
Peugeot (other)	BB	A	BB	A	BB	A
Riley, 11 and 12 h.p.	BB	A	BB	A	BB	A
Rolls-Royce	BB	A	BB	A	BB	A
Rover, 8 h.p.	—	—	—	—	BB	BB
Rover (other)	A	A	A	A	A	A
Singer	A	A	A	A	A	A
Standard, 14 h.p.	—	—	BB	A	BB	A
Standard (other)	A	A	A	A	A	A
Sunbeam, 4 and 6 cyl.	A	A	A	A	A	A
Swift	A	A	A	A	A	A
Talbot, 18/55 and 20/60 h.p.	A	A	A	A	BB	A
Talbot (other)	BB	A	BB	A	BB	A
Trojan	A	A	A	A	A	A
Vauxhall, 14 40 h.p.	A	A	A	A	BB	A
Vauxhall, 23 60 and 25 70 h.p.	A	A	A	A	A	A
Vauxhall (other)	BB	A	BB	A	BB	A
Wolseley	BB	A	BB	A	BB	A

Mobiloil Recommendations are endorsed by hundreds of Motor Manufacturers the world over.



Scored cylinders, slack bearings, and worn pistons result from the use of oil contaminated with petrol and impurities.



Drain off that old oil, and refill with the correct grade of Mobiloil, as specified in the Mobiloil Chart.

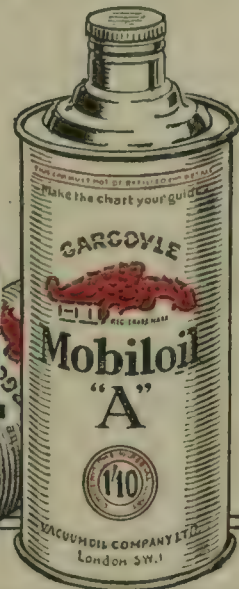
Mobiloil is sold everywhere in convenient packages—sealed for your protection. If you prefer to buy Mobiloil "loose" (i.e. from bulk) see that it is drawn from a container bearing the Mobiloil trade mark.

# Mobiloil

REGD TRADE MARK

*Make the chart your guide*

VACUUM OIL COMPANY LTD. LONDON, S.W.1







THE MONARCH OF THE GLEN.

*Sir Edwin Landseer, R.A.*

## DEWAR'S

### THE SPIRIT OF THE HIGHLANDS

There's a spirit from the Highlands that means so much to man. Redolent with glorious well-being, brimful of cheering optimism and glowing with a kindly helpfulness that has endeared it to countless myriads. And its name is . . . .

## DEWAR'S



# THE SHANGHAI AEROPLANE INCIDENT: THE BRITISH CUT A RAILWAY.



THE SHANGHAI-HANGCHOW LINE CUT TO ENFORCE RETURN OF AEROPLANE WINGS DETAINED BY THE CHINESE: LINES REMOVED AND BRITISH TROOPS IN OCCUPATION.



THE ARREST OF TWO CANTONESE SOLDIERS BY A BRITISH GUARD AT JESSFIELD STATION: AN INCIDENT AFTER GENERAL DUNCAN HAD ORDERED POSTS ON THE LINE TO BE OCCUPIED.



ANOTHER VIEW OF A SECTION OF THE SHANGHAI-HANGCHOW RAILWAY CUT BY THE BRITISH: ACTION WHICH INTERFERED WITH THE TRANSPORT OF CHINESE NATIONALIST TROOPS.



HOW THE LINE WAS CUT BY BRITISH TROOPS: RAILS AND SLEEPERS OF THE SEVERED TRACK PLACED IN A DITCH BESIDE AN EMBANKMENT.



ONE OF THE SANDBAG FORTS CONSTRUCTED BY BRITISH TROOPS ALONGSIDE THE CHINESE GOVERNMENT RAILWAY NEAR SHANGHAI: THE POST OCCUPIED DURING THE AEROPLANE INCIDENT.



BRITISH TROOPS ON GUARD AT A SANDBAG FORT CONSTRUCTED AT THE RAILWAY CROSSING WHERE THE LINE WAS CUT: MEN OF THE SHANGHAI DEFENCE FORCE.

These photographs illustrate an incident that was described as follows in an official communiqué issued by the Shanghai Defence Force on August 17: "A British aeroplane made a forced landing in the international racecourse on Tuesday (August 16). A small unarmed party was sent to retrieve the aeroplane, and succeeded in bringing in the engine and fuselage, but before the wings could be brought away a party of Chinese troops intervened, preventing their removal." The Chinese authorities refused to restore the wings, and Major-General John Duncan, G.O.C., Shanghai Defence Force, announced that, if they did not issue instructions for the return of the wings by 11 a.m. on the 17th, he would take appropriate action. "At the time stated (the communiqué continued) no in-

structions were issued by the Chinese Commissioner for Foreign Affairs, and General Duncan gave orders that the posts on the Shanghai-Hangchow Railway south of Soochow Creek should be occupied from 2 p.m., and that at 4 p.m. the railway should be cut at the level crossing immediately south of Soochow Creek. This has been carried out." The place was guarded by British infantry, with machine-guns. General Duncan's prompt action had the desired effect. The wings were restored, and British engineers repaired the break in the railway. It had embarrassed the Chinese military leaders, as they could not send retreating troops (from Nanking) direct to Chekiang by rail. They accordingly brought pressure to bear on the civil authorities to make them comply with the British demand.



# 7000 STAIRS TO HEAVEN'S GATE: CHINA'S MOST SACRED MOUNTAIN.

COPYRIGHT PHOTOGRAPHS BY COURTESY OF "ASIA" (NEW YORK). NOS. 3 AND 5 BY HARRY A. FRANCK, AUTHOR OF "WANDERING IN NORTHERN CHINA."



1. "AN OLYMPIAN DIVING-BOARD INTO SPACE": A SLANTING ROCK ON WHICH CONFUCIUS STOOD TO WATCH THE SUNRISE, TWENTY-FIVE CENTURIES AGO, ON THE SACRED MOUNTAIN OF TAI-SHAN.



4. SOME OF THE 7000 STEPS TO THE TOP OF TAI-SHAN: THE LAST THOUSAND FEET OF THE ASCENT, AN ALMOST UNBROKEN STEEP STAIRWAY, ABOVE THE TREE-LINE.



2. A CHINESE METHOD OF TAKING RUBBINGS OF TEMPLE INSCRIPTIONS ON TAI-SHAN: WET WHITE PAPER STUCK ON THE ROCK WALL AND THEN BLACKENED WITH A PAINT-BRUSH AROUND THE CARVED CHARACTERS.



3. ZIG-ZAGGING TO MAKE THE SLOPE MORE GRADUAL: CHINESE COOLIES CARRYING A TRAVELLER (ROLLED FROM SIDE TO SIDE) IN A MOUNTAIN CHAIR UP TAI-SHAN.



5. WAITING FOR COINS THROWN BY GENEROUS PILGRIMS: ONE OF THE BEGGARS THAT LINE THE WHOLE STAIRWAY UP TAI-SHAN—SHOWING THE CHAIN HAND-RAIL NEAR THE TOP.

All things Chinese are of interest just now. Describing Tai-shan, "most sacred of the sacred mountains of China," Mr. James Arthur Muller writes in "Asia," our American contemporary: "It is the way up that is the finest thing on the Sacred Mountain. It is an ancient roadway, stone-paved, stone-buttressed, with interminable flights of well-laid stone steps, nearly 7000 of them, up and up the mountain side, under immemorial cedars and commemorative arches, past little shrines for little gods and big shrines for big gods, past Taoist monasteries and quaint pine-shaded tea-houses and shops glittering gold and silver with paper ingots for pilgrims who would burn them to the Lady of Tai-shan. . . . The

mountain top is about 5000 ft. above sea level. . . . When you pass the last tree, there before you for 1000 ft. rises one almost unbroken stairway up to the Gate of Heaven. In the spring, the usual time for pilgrimages, the long stairway is filled with worshippers. Some travel the four and a-half miles on their knees. . . . I was glad to rest on every little landing of level road and view the plain below. I realised, as I had never done before, the density of the population in China; for there on the plain I counted 146 villages, besides Taianfu, itself a city of 30,000. There are ever-widening vistas as you ascend, and at the top seven great temples. Jutting out of the topmost ridge is the queer

(Continued opposite)



## ASCENDED BY PILGRIMS ON THEIR KNEES: THE TOP OF TAI-SHAN.

COPYRIGHT PHOTOGRAPH BY HARRY A. FRANCK. AUTHOR OF "WANDERING IN NORTHERN CHINA." BY COURTESY OF "ASIA" (NEW YORK).



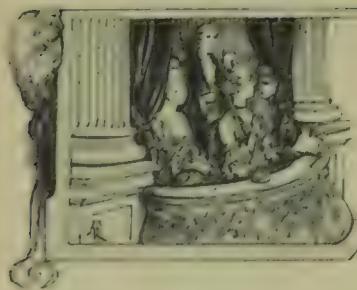
THE LAST FLIGHT OF THE 7000 STEPS TO THE SACRED TEMPLES ON THE SUMMIT OF TAI-SHAN :  
A CHINESE MOUNTAIN PILGRIMAGE IN THE PROVINCE OF SHANTUNG.

*Continued.*

slanting rock, an Olympian diving-board into space, on which, twenty-five centuries ago, Confucius stood and saw the sun rise out of the sea. In the topmost temple sits Yü Huang, a deified soothsayer and magician who rode to heaven on a dragon. . . . He is the Zeus of the Taoist pantheon, but in spite of his exalted position he is not the foremost deity on the mountain. That place is occupied by the Lady of Tai-shan, who, according to one legend, was born in

143 B.C. and who, in the course of her life, decided to become a fairy. So she went and lived in a cave on the mountain, and after three years her desire was realised and a fairy she became. She inhabits the finest of the seven temples. . . . There is also a temple to Kuan-yin, the Buddhist goddess of mercy, and one to Confucius. Their presence in these Taoist headquarters emphasises the curious mixture popular Chinese religion is."





# The World of the Theatre.

By J. T. GREIN.



## NOSTALGIA OF THE STAGE.—A HAPPY COMBINATION.

PART of the critic's duty—although his readers hardly know it—is to play the guide, philosopher, and friend. Not a day passes without the arrival of letters of introduction or requests for an interview. I have had as many as thirty a week, and I often wonder why aspirants as well as experienced actors come to a man who, if they are promising, can only really begin to do something for them when he has seen them across the foot-lights. However, there it is; and if, on the whole, this counsellorship is a difficult task that takes up much time, the critic has now and again the satisfaction of having helped ripe or budding talent over the stile and into the saddle. The majority of these applicants for first-aid are, of course, women—in the proportion of ten to one; for men are in greater demand and, as a rule, more able to "fend" for themselves. They have their clubs and the agents to help them and inform them of what is going on. The women, if they are untried, are not particularly favoured by agents; they have to rely on introductions, on off-chances, and many of them eat their hearts out in fruitless exertions to get in and to get on.

Now, after the usual caution: "I can only really be of service to you when I have seen you at work," many critics, as I do, adopt the following method. If they scent talent, or know something of the equipment of the aspirants, they will generally promise to do what they can, to introduce them to managers, if possible, and speak up for them. But there is a class of would-be actresses who really do not possess the vocation, and are attracted to the stage by its glamour and the freedom that would release them from an aimless existence at home, and who, well provided for, merely become unwanted competitors of those who work for their bread-and-butter. To these we would say: "Are you wishful to go on the stage because you must earn a living and feel that you have the gift, or because you are weary of home life and in quest of a pastime? If the latter, I do not feel justified in helping you: there are others who need my support—such as it is."

But there is a third type of women who are thirsting for work and deserving a lift. These are the women who, after a long and fairly successful career of work, have married and, despite domestic happiness and often affluence, have the theatre in their blood, and feel that their lives are wasted on social duties and, if there are no children, in killing time. The theatre operates in the opposite direction of the well-known adage, "Once bitten, twice shy"—it leads to "once bitten, inoculated for ever." Many are the cases of artists who have left the stage for a while and suddenly returned to the old love; think of Lily Elsie, and latterly of Mabel Russell, the M.P. It is in the blood—*chassez le naturel; il revient en galop*.

Recently I had occasion to observe a very poignant instance of this irresistible nostalgia of the theatre. It was at holiday-time, in a countryside hotel, far from the madding crowd, nowhere anybody connected with the theatre except ourselves—so I thought—golf and tennis the occupations and topics of the day, commingled with dancing at night. Yet there was one couple in that happy throng that attracted my attention—a very handsome woman and a pleasant man. Evidently they had all the worldly goods that make for comfort, and, as far as sport was concerned, they were the first to go off to the links and the latest to return. Yet I felt that in the mind of these two there was something amiss: she seemed sad and he ever anxious to console her.

Where did the shoe pinch? I found it soon enough. As things happen in holiday hotels, first a gentle stare at one another; anon a nod; later, in the hall, a weather remark; at length a sidling up and closer acquaintance. I soon diagnosed the case. He had been an actor and had gone into business, where he made good; she had been on the stage too—

seven years playing leading parts on tour. They had met professionally; over and over again he asked her to marry him and leave the stage; at last she yielded, and at first, no doubt, the life of luxury and travel and society lulled her ambition into a trance. But as time went on, as there were no children, as he was daily in his office and she

had nothing to do in particular, the months, the weeks, the days, aye, the hours, began to hang heavily. To put it in two words, boredom and hankering possessed her soul and stood like wraiths between their joint happiness. Of course, as always happens when theatre-devotees are thrown together, one begins with "shop," and gradually the tacit freemasonry leads to heart-to-heart talks. And ere long my new friends asked me for a happy ending to their dilemma. He had at length overcome his objections to a return—you can imagine what they were when a man has a handsome wife—and she, in fervent outburst, confessed that she would give the world to act again, that she lived for and dreamed of the stage, that—as others have said before her—the theatre was in her blood. It was not a question of money or of interference with her sisters in art; all she wanted was to be in the stage atmosphere—to rehearse, to do something to appease her torturing longing. And then she spoke of the many parts she had acted, of the success she had made, of the wrench previous to her marriage, of the great void in her life when her husband was at work—it was as if I heard a scene in a Tchekov play. With all her well-being she had death in her soul!

Of course, it was a chance to be a good Samaritan: where there was talent and record there was a claim on one's helpfulness. Since she would be content to act at Sunday theatres and in side-shows, she would spoil no one's chances, maybe add a name to the roll of actresses that matter. I hold that talent has its right of conquest under all circumstances. And so she was promised that she should return, and, as if by magic, a wondrous change came over this couple. That evening at dinner they were the jolliest people among many happy souls, and when they motored off next morning, the "incomprise" and "désœuvrée" of yesterday was a "Niobe all smiles"—for her blood tingled with the joy of going back once more to those boards which, in the words of the poet, mean all the world to its adepts.

Exit "Reandean"; enter, in analogy of title, "Reandco," to continue the auspicious management of the St. Martin's Theatre. The directorate henceforth will consist of Mr. and Mrs. William Rea (of whom I have spoken at length in this page, and whose record, in combination with Basil Dean, was a long line of success) and Mr. E. P. Clift, for many years their general manager. It seems a very happy triumvirate, and Mr. Clift deserves congratulation on his double office of commander and "executive." He is one of those men who, like Mr. William Rea, avoids the glamour of the limelight; his work is done *in camera*, and his great experience has been of much service to his theatre. He began life as an actor; he has for many years managed London and provincial companies; in the war he was Dean's right-hand in arranging the programmes of theatrical performances in soldiers' camps. In the profession he enjoys popularity for his urbanity and geniality, and is considered a good judge of plays, as well as one with a particular *fleur* for casting the right artist in the right part. He will help to keep the flag flying over St. Martin's Theatre.



"LOVE AT SECOND SIGHT," AT THE ROYALTY: NANDA (MISS PHYLLIS TITMUSS), INVITED TO LUNCH, FINDS HERSELF IGNORED WHILE HUGH (MR. DENNIS EADIE) AND HIS VALET, COLLINS (MR. JAMES WHALE), SEARCH FOR A MISSING RING.

Mr. Miles Malleeson's "Love at Second Sight" (adapted from a novel, "Safety First," by Margot Neville) is a light-hearted comedy concerning a susceptible bachelor who succumbs at first sight to a girl in distress and asks her to lunch at his flat. On arriving he is distracted by the loss of a valuable ring entrusted to him by his rich aunt, who will disinherit him if it is not found. Matrimony and other complications follow, ending with love at second sight.

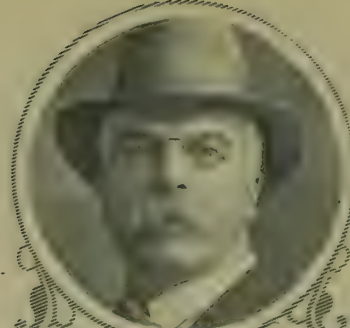


"THE WOLVES," AT THE NEW THEATRE: KITTY (MISS OLGA LINDO), SHIPWRECKED IN GREENLAND, TRIES TO MAKE FRIENDS WITH NAROUTCHA (MISS BETTY BOLTON), THE ESKIMO SERVANT OF A GANG OF "TOUGHS."

"The Wolves," by John Protheroe, from the French of Georges C. Toudouze, is a full-blooded play of primitive passion and adventure in Greenland. It concerns the fortunes of Kitty Macdonald, a beautiful girl who is shipwrecked among a gang of outlaws, and the violent rivalries caused by her presence.

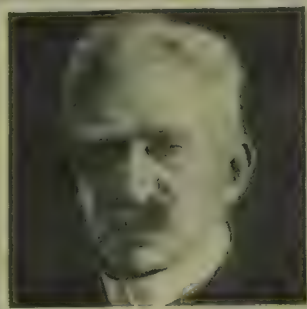


## PERSONALITIES OF THE WEEK: PEOPLE IN THE PUBLIC EYE



MR. R. B. MARSTON.

(Died, Sept. 2; aged 74.) Editor of the "Fishing Gazette" for fifty years. Founder of the Fly Fishers' Club. Chairman of the Thames Angling Preservation Society. Partner in Sampson, Low, Marston and Co.



SIR JOHN BENTON.

(Died, August 29; aged 77.) A great canal engineer in the Punjab and Burma. Chief Engineer and Secretary to Punjab Government, 1902-5. Inspector-General of Irrigation for India, 1906-12.



SIR AUSTEN CHAMBERLAIN (SPEAKING BEFORE A MICROPHONE) ACCEPTS THE MEMORIAL ALBUM (ON TABLE) PRESENTED BY FRANCE TO GREAT BRITAIN: THE SCENE IN THE HOTEL DE VILLE, PARIS.



MAJOR JAMES GOODSSELL.

Professional Sculling Champion of the World, who retained his title at Vancouver recently against H. A. (Bert) Barry, of London, winning by ten lengths in a three-mile race.



MR. C. LEWIS HIND.

(Born, 1862; died, August 31.) Well-known journalist, essayist, and art-critic. Formerly editor of the "Pall Mall Budget" and the "Academy." Author of "Days in Cornwall," and "Naphthali."



THE PASSENGER IN THE TRANSATLANTIC AEROPLANE "ST. RAPHAEL" (MISSING AT THE TIME OF WRITING), WHICH LEFT UPAVON FOR OTTAWA: PRINCESS LÖWENSTEIN-WERTHEIM IN FLYING KIT.



PILOTS OF THE FOKKER MONOPLANE "ST. RAPHAEL," FEARED TO HAVE BEEN LOST IN CROSSING THE ATLANTIC FROM EAST TO WEST: (LEFT TO RIGHT) LIEUT.-COL. F. MINCHIN AND CAPTAIN LESLIE HAMILTON.



LORD COLERIDGE.

(Born, 1851; died September 4.) Judge of the King's Bench Division, 1907-23. M.P. for Attercliffe (Sheffield), 1885-94. Succeeded his father in the peerage, 1894. Descendant of the poet.



THE CHANCELLOR OF THE EXCHEQUER INTERESTED IN THE MECHANISED FORCE: MR. WINSTON CHURCHILL, WITH GENERAL SIR ALEXANDER GODLEY, INSPECTING TANKS AT TIDWORTH DURING THE ARMY EXERCISES.



SIR EDWARD BROTHERTON, BT.

Donor of £100,000 for library buildings at Leeds University. Well-known chemical manufacturer and tar-distiller. Lord Mayor of Leeds in 1914, when he raised the Leeds Pals Battalion.

Mr. R. B. Marston was a prominent and popular figure in the angling community and an authority on the literature connected with Izaak Walton and the "Compleat Angler."—Sir John Benton retired in 1912 after a career of nearly forty years as a canal engineer in Burma and India.—The illustrated album which Sir Austen Chamberlain received in Paris, on August 31, was specially prepared as a tribute to Great Britain, and a memorial of the war, by a French committee called "La France à l'Empire Britannique." It was a return gift for a book presented to France in 1916 by the municipalities of the United Kingdom, and many distinguished French men and women contributed to it.—Major James Goodsell has held the world's professional sculling championship since 1925.—Mr. Lewis Hind was at his best in pen portraits of the many famous people he had met. He advocated some central Palace of the Arts in London, for pictures,

music, and literature.—At the time of writing there is no further news of the aeroplane in which Colonel Minchin and Captain Hamilton, with Princess Löwenstein-Wertheim as passenger, left Upavon, near Salisbury, at 7.30 a.m. on August 31, to fly across the Atlantic to Ottawa. At 9.44 p.m. that night the aeroplane was sighted by a steamer 1200 miles from the starting-point.—The Coleridge family is unique in having been represented on the judicial Bench in three successive generations of direct descent. Lord Coleridge's father was Lord Chief Justice, and his grandfather (a nephew of the poet) was a Judge of King's Bench.—Mr. Winston Churchill recently inspected the Mechanised Force.—Sir Edward Brotherton's munificent gift to Leeds University was at first announced anonymously. In 1921 he gave £20,000 to the University for bacteriological research. He was formerly Mayor of Wakefield and M.P. for that city.



# THE WORLD OF WOMEN.

## Lady Lewisham's Escape.

use so frequently familiar. One regards the train as an old friend, and pays no attention to what is passing. Lord and Lady Lewisham, who had such a marvelous escape from injury in the Sevenoaks disaster, when the carriage in which they were riding was wrecked and they found themselves sitting on the ground among the splintered fragments, live at Godmersham Park, near Canterbury, and are constantly up and down that line. Lord Lewisham is the son of the Earl of Dartmouth. His mother is a sister of Lord Leicester, so he is a descendant of the famous Thomas William Coke. Lady Lewisham, who had her shoe torn from her foot, but suffered no worse injury than a cut on her leg, is the third of Lord Lincolnshire's five daughters. She spent her babyhood in Sydney when her father, at that time Sir Charles Wynn-Carrington, was Governor of New South Wales.

There must be an added horror in a railway accident that occurs on a line one is accustomed to that every stage of the way is



TO MARRY MR. T. J. ARNOTT ON SEPTEMBER 29: MISS LETTICE M. CROMPTON-ROBERTS.

Miss Lettice Crompton-Roberts is the youngest daughter of Lieut.-Colonel and Mrs. C. M. Crompton-Roberts. Her marriage to Mr. T. J. Arnett, 15-19th Hussars, youngest son of Sir John Arnett, Bt., and Dame Caroline Arnett, D.B.E., is fixed to take place at St. Mark's, North Audley Street, on the 29th inst.

## For Australia's Sunny Lands.

The new hostel for domestic training that has just been opened at Market Harborough will be a centre of interest to the people from many parts of the Empire who are concerned with the emigration of women. The hearts of housewives in Australia will leap with joy when they read about it, for it is to help to solve their domestic difficulties, as well as to benefit the girls who want to go out to Australia, but do not yet know enough about house-work to get good situations as domestic workers. The new scheme is run by the Society for the Overseas Settlement of British Women—what a pity they could not find a less cumbersome title!—in co-operation with Australia House, and the idea is that the girls and women between the ages of eighteen and thirty-five who apply for free passages, and who seem suitable, though unskilled, should be sent to the hostel for several weeks' intensive training. The training will be conducted by the Central Committee that has already trained thousands of girls for domestic work in this country; but the course will be considerably shorter, because the students will live in the hostel and do all the work there. Part of their training will be given by women who thoroughly understand conditions in Australia, where, of course, as a rule, a good



DAUGHTER OF SIR JOHNSTON AND LADY FORBES-ROBERTSON: THE HON. MRS. FREEMAN-THOMAS.

deal of work that is put out here has to be done at home. All the students must undertake to go through the whole course, and be prepared to leave as soon as possible afterwards for Australia for employment there. During the period of training they will have free board and lodging and free railway travelling to and from their homes. There is room in the hostel for over forty students, and a nice garden for their leisure hours.

## Lady Blanche Beresford.

Lady Blanche Beresford, whose engagement to Mr. Richard Desiré Girouard was announced last week, is the sister of the Marquess of Waterford and the daughter of Lady Osborne Beauclerk, daughter of the late Marquess of Lansdowne, who married, as her second husband, Lord Osborne Beauclerk, the Duke of St. Albans' half-brother. Mr. Girouard is the only son of Colonel Sir Percy Girouard, a Canadian who has done great things in railway construction. Perhaps this wedding, like that of Lady Blanche's sister, Lady Katherine Beresford, to Mr. David Dawnay, her cousin, which took place last October, will be in London.

## The Charm of Canada.

Lord and Lady Willingdon, who have not yet completed their first year in Canada, have had a very interesting summer, for, in addition to the Prince of Wales and Prince George, the Prime Minister and Mrs. Baldwin, whose visits have delighted the Dominion, many other well-known people have been over there. Canada is, indeed, growing in favour as a playground for society folk, and the Prince has done much to increase its popularity. Lady Ravensdale has gone to visit Lord and Lady Willingdon, and now the Hon. Ruby Hardinge, a niece of Lord

Hardinge of Penshurst, has left for Canada. Her brother, who is also a Lord Hardinge, is a member of the Governor-General's staff.

The Willingdons have been looking forward with special pleasure to the arrival of their only son and their daughter-in-law, Mr. Inigo Freeman-Thomas and his



IN THE BUTTS: LORD AND LADY INVERCLYDE.

Lord Inverclyde, who is the fourth Baron, married Miss Olive Sainsbury at the end of last year. They are now in Scotland.

charming young wife, who is the eldest daughter of Sir Johnston and Lady Forbes-Robertson. Mrs. Freeman-Thomas, who was named Maxine after her aunt, Miss Maxine Elliott, is known by her many friends as "Blossom." They have a home on the Sussex Downs, but when in London usually stay with Miss Elliott at her home in St. John's Wood. These young people will have a delightful time in the Dominion.

## Lady Bell.

Lady Bell, wife of Sir Hugh Bell, who was visited by the Queen at her home at Mount Grace Priory last week, on the day that the pageant of the Carthusian monks had a full-dress rehearsal, is a woman of amazing vitality and full of original ideas. She and her husband celebrated their golden wedding last year, and soon after that she was busy writing the pageant to illustrate the story of the Carthusian monks who established themselves in the Priory centuries ago. Miss Edith Craig produced the pageant, and fifteen hundred players

many of whom lived at a considerable distance, took part. Lady Bell had pressed many clergymen into her service, to take the parts of priors and monks, and she called on all the members of her own family. Mr. Charles Trevelyan, M.P., who is her son-in-law, made a very distinguished-looking Richard II.

Lady Bell has written many plays, several of which have been produced in London. Sir Charles Hawtrey produced one, and Coquelin another, and her latest play, "Angela," which was performed for a charity in February, was produced by Sybil Thorndike, who played the leading part. The Queen attended that matinée. Many of Lady Bell's little plays and pageants have been written for children.

During the past few months she has been engaged in the delightful task of editing the letters of her brilliant step-daughter, Miss Gertrude Lothian Bell, who died last year at her home in Mesopotamia. The extracts that have been published dealing with Miss Bell's amazing career in Mesopotamia have made everyone eager to read the book.



OFF ON A VISIT TO CANADA: THE HON. RUBY HARDINGE.

## Irishwomen of the Legion.

Lady Ardee, Lord Meath's daughter-in-law, who has been spending some weeks at Killruddery, her beautiful home in Ireland, has gone with her débutante daughter, the Hon. Maureen Brabazon, to Aberdeenshire. She will probably return to Ireland for a conference of women which is to be held in Dublin in the middle of this month, as she is very much interested in the organisation it is trying to extend. Hitherto, while the Women's Section of the British Legion in this country has done invaluable work for the families of ex-Service men and the widows and orphans of soldiers killed in the war, there has been no corresponding Women's Section to do similar work for ex-Service men in Ireland. Recently about thirty branches have been formed, and the conference will discuss ways and means of increasing their number and extending their work. There is a great deal that the women connected

with the Legion can do in Southern Ireland, and a great need for them, because, as Lord Haig recently pointed out, fifty thousand of the Irishmen there who fought in the British Army are out of work and are suffering great privations. It is very difficult to find employment for them, and at present the funds available for their relief are very small.

Lord and Lady Meath have always been noted for their interest in social welfare and their philanthropy. It was Lord Meath who introduced handicrafts to the workhouses and founded the Brabazon Society, and it is natural that his son and daughter-in-law should help to tackle the present urgent problem.



SAYING GOOD-BYE TO HIS WIFE AND DAUGHTER: MR. LEVINE, THE MILLIONAIRE ATLANTIC AIRMAN.

Mr. Levine went to see his wife and daughter off when they sailed to the United States the other day in the "Ile de France."



INVINCIBLE  
**TALBOT**

14.45 H.P. SIX - CYLINDER

**WEYMAN SALOON DE LUXE**

A commodious saloon of the utmost dignity of appearance.

Coachwork of guaranteed silence on a chassis giving exceptional smoothness of running with an acceleration and power typical of Talbot productions.

**1928  
PRICE**

**£495**



**CLEMENT TALBOT LTD., BARLBY ROAD, KENSINGTON, W.10.**  
*Telegrams: "Clement, Nottarch, London." Cables: Stedex, Wesdo. Telephone: Park 5000. Export Dept.: 12, Prince's St., London, W.1.*



# Fashions & Fancies



Above is a becoming grey sports felt from Woodrow's, 46, Piccadilly, W., and on the right a smart hat of black velvet and green velours.



Two more autumn hats from Woodrow's, the one on the left a grey homespun felt encircled with wool plaid, and the other black velour trimmed with rose-pink velvet plain and plissé.

## Knitted Fashions amongst the New Modes.

What infinities ago it seems when every woman, to be

in the fashion, knitted a jumper!

In luxurious boudoirs and jolting trains, the knitting needles clicked without cessation, creating this strange new garment whose popularity has never waned. Then the jumpers were of very thick wool bordered with an elaborate design (if you were clever enough), or artificial silk was used for the ultra-smart variety. In those days, the aim of the jumper was to be as conspicuous as possible: cable stitch, chain stitch, openwork crochet embroidery all being used; and the more the merrier in one garment! Nowadays, the jumper tries to look as much as possible like a plain tailored cloth, perfectly simple and correct; and it succeeds wonderfully well. Embroideries, "lace," and other decorations are practically taboo. Even the borders, stripes, and other methods of enlivening the general design are woven in the stockinette, so that they merge as unobtrusively as possible. Horizontal stripes had such a phenomenal success during the spring and summer that it would seem that their day must be over; yet there are still narrow-striped jumpers, worn with plain cardigans and skirts, to be found in the autumn collections.

## The Spotted Jumper and the Hussar Coat.

The very latest jumpers, however, are showing spotted borders in place of stripes. One very smart affair is of the finest natural coloured stockinette, with a shaded blue border in which are introduced white and green spots in fluffy Angora wool. The same amusing little spots outline the collar and cuffs. Diagonal stripes, used at discreet intervals, perhaps at one side only or halfway round the back and sides, also adorn several autumn models, and are cleverly manipulated to give slender lines to the figure. Three-piece ensembles for sports promise to be again practically universal; but, as a better protection against winter weather, some coats boast high military collars, and are fastened with cross bands in front, like a hussar's tunic. These are very effective carried out in leather or lizard matching the cuffs and collar.

## The Vogue for Fur-Trimmed Tweeds.

Before autumn has definitely merged into winter, tweed coats trimmed with fur collars and cuffs will be favourite wraps for town as well as country. A typical smart model is the grey and black tweed in the centre, with long roll collar and cuffs of marmot. It is to be found at Marshall and Snelgrove's, Oxford Street, W., where fur-trimmed tweeds of this genre can be obtained for 10½ guineas. For more formal occasions there are beautiful coats of more elaborate designs, one of



Illustrating the earliest winter modes are these striking coats from Marshall and Snelgrove's, Oxford Street, W., the one on the left being expressed in new French tweed trimmed with marmot, and the other in black face-cloth decorated with civet cat.

which is also sketched. It is in black face-cloth trimmed with civet cat, and both sleeves and front of the coat show a slight fulness which is very new. Crushed velvet is also used for some very smart models, shaded like pony or sealskin; and a speckled chenille cloth, a mixture of velvet and velour, is another newcomer to the modes.

## Hats of Velvet, Velour, and Felt.

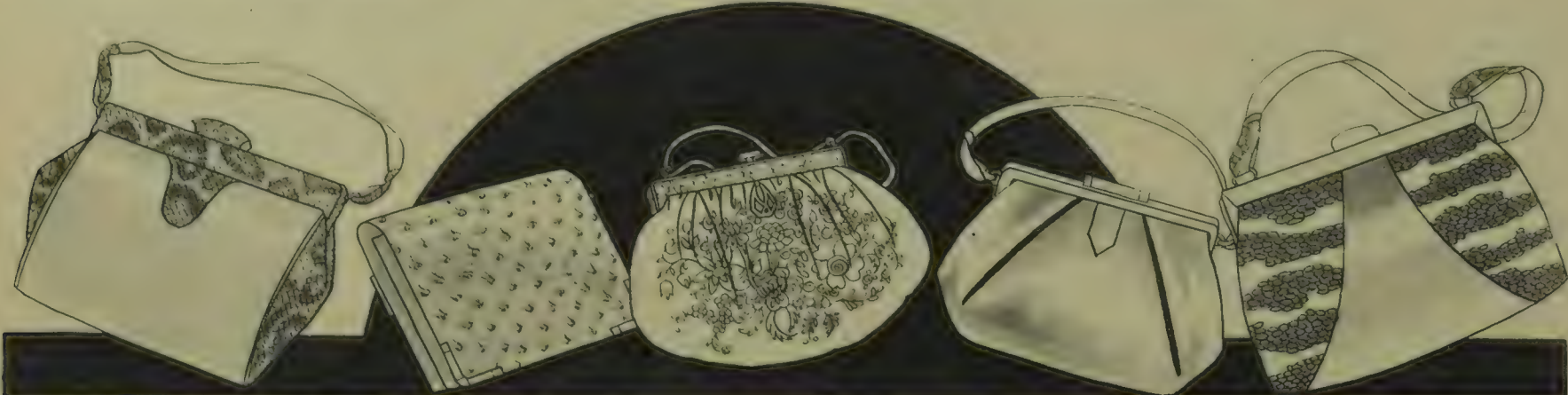
There are so many variations in the autumn millinery modes this season that every woman can indulge in the pleasure of choosing a type of hat really to suit her. Pictured at the top of this page are a group of new models from Woodrow's, Piccadilly, W., designed for autumn in town and country. On the left is a useful unspottable grey felt for sports wear (price 35s.), and next comes a town model with black velvet crown and a green velour brim and bow, costing 39s. 6d. Wool plaid, in shaded colourings, binds the grey homespun felt, which can be secured for 25s.; and in the right-hand corner is a black velour trimmed with pink velvet. There are velours and felts in every size and colour, including many trimmed velours, a feature of the season. Shaded, crêpe-de-Chine scarves at 18s. 6d. can be obtained to match the hats.

## Bags for the New Autumn Fashions.

New handbags are irresistible to every woman, and the vogue changes so rapidly that they always seem to need renewing. A group of the latest bags to be found at Mappin and Webb's, 158, Oxford Street, W., is sketched at the foot of this page. On the extreme left is a grey leather and snakeskin bag costing £4 15s., and next a green ostrich envelope shape, price £4. A beautifully embroidered bag in beige moiré is in the centre, costing £4 10s., accompanying a useful bag of chocolate-brown leather, available for £2 7s. 6d. On the right is a tan leather and python bag costing £4 10s. Then, £1 15s. will secure a calf pochette in the fashionable long shape with rounded ends, and silk afternoon bags with marcassite clasps range from one guinea. Pochettes of leather and silk, enriched with monograms and initials of exquisite workmanship, are a speciality of this firm, and make delightful birthday offerings.

## Real Irish Tweeds and Hand-made Homespuns.

Experienced sportswomen are always unanimous in their praise of real Irish tweeds and hand-made homespuns for hard autumn and winter wear. These materials are a speciality of the White House, Portrush, North Ireland, where Hamilton's famous fabrics made from pure wool can be obtained by the yard or in garments made to measure in men tailors. A simple self-measurement system enables orders by post to be carried out with unfailing success.



A group of lovely handbags from Mappin and Webb's, 158, Oxford Street, W. Leather, python, snake, ostrich, and embroidered moiré have been utilised in their creation.



# hollow ground blades

... are essential to perfect shaving. The Wilkinson has hollow-ground blades, hand forged from the world-famous Wilkinson Steel. It has an adjustable safety frame that holds the blade secure, yet enables the depth of cut to be adjusted. An Automatic Honing and Stropping Machine with new Rocking Blade Holder, simple and efficient in operation.

## WILKINSON

### SAFETY RAZOR

**Standard Set No. 121.**—Complete with seven lasting full Hollow-Ground Blades and improved Honing and Stropping Machine in handsome polished Oak Case ... 42/-

Sets as above with three and one Blades, 27/6 and 21/- respectively. Also travelling Sets with improved Honing and Stropping Machine, Badger Shaving Brush, three Blades, 37/6. With one Blade, 30/-

### SOLD EVERYWHERE.

Manufactured by  
THE WILKINSON SWORD CO., LTD.  
53, PALL MALL, S.W.1.  
Factory: Acton, London, W.



## Sunshine or rain

SHOES have to put up with all sorts of weather. They must keep their shining beauty without the kindly protection of umbrella and sunshade. Meltonian Cream preserves their original complexion, it sinks below the surface and gives a shine that has no dust-inviting tackiness. And on wet days it turns away the rain drops so that they cannot harm the most delicate of leathers. Use it for your shoes' sake.

# Meltonian

CREAM for GOOD SHOES

Dumppijar 9d. Handitube 6d.

Traveltube 1/-

E. BROWN & SON LTD CRICKLEWOOD



## CONFIDENCE

In this uncertain world confidence is not easily acquired. Which makes it proportionately valuable. When you entrust a favourite frock to a cleaner and dyer your confidence should be implicit. It is not an occasion for taking risks. A Firm which has already won the confidence of meticulous people may well inspire confidence in others, and we regard the most particular of our customers as our greatest assets.

## Achille Serre Ltd

Head Office and Works: Hackney Wick, London, E.9  
BRANCHES AND AGENCIES ALMOST EVERYWHERE

Q 25

YOU'RE ALWAYS RIGHT  
WITH **SILVERLITE**  
FOR **COOKING, HEATING**  
AND FOR **LIGHT**

**S**ilent and noiseless.  
**I**nstalled by experts.  
**L**ights are softer than electricity.  
**V**ery simple. A maid can look after it.  
**E**asily the best generator using motor spirit.  
**R**eliable always and perfectly safe.  
**L**essens bills—your gas costs 1/6 per 1,000 feet.  
**I**nvaluable for cooking—odourless, clean and quick.  
**T**ested and found 50% cheaper than other makes.  
**E**conomical and extremely efficient.

Petrol Gas Experts,

## SPENSERS

6E, LONDON ST.  
(opposite Paddington Station),  
LONDON, W.2.  
and at Edinburgh.

Let us send you literature describing  
the system and its many advantages  
in detail.





## THE CHRONICLE OF THE CAR.

## A LOW-PRICED EIGHT-CYLINDER CAR.

IT is rapidly becoming superfluous, in describing the latest types of more or less high-powered American closed cars, to speak of them as being really comfortable. I have tried quite a large number of these this year, costing between £500 and £1500, and with only one or two exceptions I have found them uniformly comfortable—comfortable to drive and comfortable to be driven in. If this pleasant comfort is the main object of the American designer and the main demand of the American buyer, it is only fair to suppose that the American motor industry is keeping well up to the standards it has set itself.

The new straight-eight Hupmobile is just as comfortable as the majority of its rivals, a little more comfortable than some, not quite so luxurious as others. It is mechanically more comfortable than the average; that is to say, it is exceedingly well sprung and its steering is excellent. Its body-work, at all events in the saloon form in which I tried it, is just like the saloon body-work of the great majority of up-to-date American cars. It is not super-finely finished, but it is a good workaday carriage.

Where the Hupmobile seems to me different from some of its rivals is in its price. Six hundred and twenty-five pounds for a good-sized saloon body on a chassis containing a straight-eight engine is certainly interesting; and this, combined with the performance of that eight-cylinder engine, led me to forget all about the traditional American comfort. You can buy to-day quite a large number of six-cylinder cars for a good deal less than £625, and

some of these, the British ones, are distinctly more efficient than their Transatlantic rivals. A cheque for less than £300 will bring you a six-cylinder car which, if you treat it with proper respect—or, if you prefer it, with leniency—will give you fair service for a certain time. Increase that cheque to £1000 or

but at present, in so far as Europe is concerned, it is decidedly a luxurious type, and to the best of my knowledge, and certainly so far as my experience goes, with the exception of the Hupmobile you have to pay a good deal of money for a car of this kind. It is hardly, as yet, either the popular type or the poor man's engine.

There is nothing unnecessarily cheap about the Hupmobile straight-eight engine, or about the rest of the chassis. The horse-power, which is rated at 26, is produced by a bore and stroke of 73 by 120, which means a cubic capacity of just over four litres. It is really a very decent-looking engine, decently finished and decently accessible. The valves are of the side-by-side type, and their action is remarkably noiseless. In most respects American practice is followed, the cooling being by pump assisted by a thermostat, and ignition by coil and battery instead of magneto. This ignition has its firing-point controlled by hand from the steering-wheel, and has a very wide range of advance and retard, of which excellent use can be made by a sympathetic driver. There is an automatic retard device, which is a safeguard against back-firing when starting up.

The centrally controlled three-speed gear-box has unusually high ratios, top speed being just over 4½ to 1, second about 7½ to 1, and bottom about 14½ to 1. The second speed makes

very little noise even when the car is being driven at its maximum, which is forty-five miles an hour on this gear. In fact, the general running of the Hupmobile, both of engine and transmission, is gratifyingly quiet at all speeds. It should be remembered that the car I was driving was a closed one, and in closed cars all noises are at the very

[Continued overleaf.]



OUR "CAR OF THE WEEK": THE HUPMOBILE EIGHT-CYLINDER SEVEN-PASSENGER SEDAN.

£1500, and you should be able to buy a car that will last you decently for at least ten years. The eight-cylinder car, however, has so far been a totally different problem.

Whether the eight-cylinder design is going to sweep over us in the same way as the cheap six has done, or is threatening to do, remains to be seen;

# MAPPIN & WEBB LTD.

158-162, OXFORD ST. W.1. 172, REGENT ST. W.1.  
2, QUEEN VICTORIA STREET, E.C.4.  
LONDON.

## PRINCE'S PLATE

*Lasts a Lifetime:*

THIS fumed Oak Cabinet is fitted with Prince's Plate Spoons and Forks (St. Catherine pattern illustrated) and "Tusca" (Regd.) Cutlery, with Stainless Steel Blades.

6 Table Spoons, 12 Soup Spoons, 12 Table Forks, 12 Dessert Spoons, 12 Dessert Forks, 2 Sauce Ladles, 1 Soup Ladle, 12 Table Knives, 12 Cheese Knives, 1 pair Meat Carvers, 1 pair Game Carvers, 1 Wheel Sharpener, 12 pairs Fish Knives and Forks, 1 pair Fish Carvers.

£29 . 10 . 0

Other Cases from £6 10 0  
Catalogues will be sent upon request.







## THE WEATHERALL BURBERRY

An inexpensive, yet all-protective, coat that fills every requirement on every occasion that calls for Overcoat or Weatherproof.

Made in fine pure wool Coatings and proofed by Burberrys' special process, it turns any amount of rain and ensures a wealth of warmth and comfort on chilly days.

Naturally ventilating and almost as light as a feather, should the weather change from wet and cold to bright and warm. The Weatherall is worn without the least suggestion of overheating.

Overcoat Catalogue and patterns of materials, post free on mention of "Illustrated London News."

**BURBERRYS** HAYMARKET LONDON S.W.1

ITS GOOD FOR THE HAT TRADE—  
but—

Bad for the temper, although an inevitable happening with the normal seating arrangements of the modern saloon.

\*\*\*\*\*

AVOID the undignified crawl in and out of your car by insisting on "LEVEROLL" mechanisms being fitted to your new model or installed in your present car. They permit entry and exit by a finger touch, permitting you to glide the seat backwards, thereby giving up to two feet extra door space. To enter, reverse the procedure and the seat will automatically lock itself in its original position. These remarkable fittings give instant seat adjustment and are invaluable for picnics, camping, etc., owing to the diversity of their uses.



REVISED PRICES:—

Single Set 2½ Gns.

Double Set - £5

Send for Illustrated Catalogue or call at our showrooms where special facilities are available for fitting.

A. W. CHAPMAN Ltd.

Ranelagh Gardens,  
Hurlingham S.W.6.

Telephone: Putney 2372-3

OLYMPIA Stand 367  
New Gallery.



**Benger's for  
backward children.**

Parents who have a child growing too rapidly, or weakly, or not thriving, can be sure that extra nutrition of a particular kind is required. There is nothing better than Benger's Food for backward children, and a cupful between meals, and at bed-time, provides just what is wanted.

**BENGER'S  
Food**

is always made with fresh new milk. It enriches and converts the milk into a delicious food cream, very easy to digest.

Sold in Tins, by Chemists, etc., everywhere.  
No. 0—1/4; No. 1—2/3; No. 2—4/-; No. 3—8/6

The Benger's Food Booklet contains many valuable hints to mothers with backward children, post free.

BENGER'S FOOD, Ltd., MANCHESTER.  
NEW YORK: 92, Beekman St. SYDNEY: 350, George St.  
127 CAPE TOWN: P.O. Box 571.



You can bring your car to  
the filling station—but  
you can't make it think.  
If you could—it  
would plead for

**Pratts**

Exclusively  
from the world's  
richest Oilfields



D.A. 906



**Greys  
big**



always  
appropriate  
—and ideal  
with your  
coffee

20 for 1/5 50 for 3/6



*Continued.*

least doubled in intensity, in my opinion. Gear-changing is easily and quietly accomplished, and should present no difficulties at all to women drivers, for whom this struck me as a very suitable car. The steering is very light and very steady, and immediately imbues the driver with full confidence. If you have a fancy for that kind of thing, you can drive the Hupmobile at a positive crawl on top gear without the smallest difficulty.

The brakes, I think, are the least satisfactory part of this car. The four-wheel set are of the Lockheed hydraulic type, which is now very well known on this side of the Atlantic; but in this particular instance I was not completely satisfied with their performance. They brought the car to a standstill quickly enough, but I did not care for their action, which seemed to me to lack the expected smoothness. The hand-applied brake operates on a drum on the propeller-shaft behind the gear-box, and, although it also was guilty of harshness, was nevertheless reassuringly powerful.

Something over sixty miles an hour by speedometer can be reached by this car on good roads without any sense of effort. It is pleasant to know this, especially if you are given to touring abroad, where high speeds can be safely maintained; but to my mind the most important feature about the Hupmobile was its ready acceleration. In these days, ability to get "off the mark" instantly, to pick up without hesitation and on whatever gear you like, to get going without the smallest loss of time, are qualities nearly as important as being able to stop exactly when you want to. Great liveliness is rapidly becoming an essential quality of the modern car.

There are really very few points about the Hupmobile to criticise, and when that price of £625 for a straight-eight engine is remembered, the would-be critic is, at all events, partially disarmed. I certainly think that this is one of the most interesting cars that America has sent over to us for a considerable time.

JOHN PRIOLEAU.

Herbert Fry's Royal Guide to the Principal London and Other Charities has just made its sixty-third appearance. The new edition is thoroughly up to date. It is published by the Churchman Publishing Co., at the price of 2s. net.

## CHESS.

To CORRESPONDENTS.—Communications for this department should be addressed to the Chess Editor, 15, Essex Street, Strand, W.C.2.

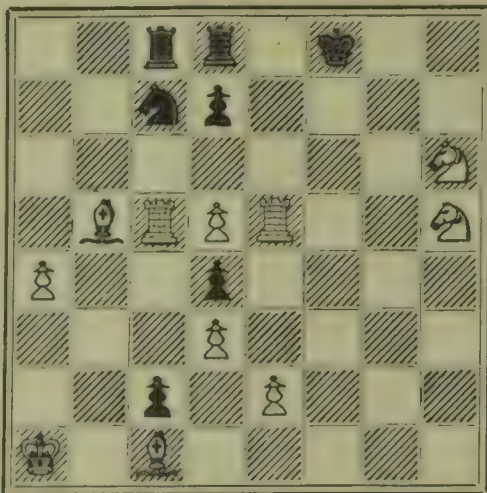
SOLUTION OF PROBLEM No. 4008.—By J. M. K. LUTON.

WHITE  
1. P to Q 3rd  
2. Mates accordingly (16 different mates).

It is worth noting how a problem of this sort can trap even expert solvers. With so many mates impending, the one waiting move that alone provides for everything is easily overlooked; while how one that nearly does so fails, escapes observation with equal facility.

PROBLEM No. 4010.—By CARL G. BROWN.

BLACK.



WHITE.

White to play, and mate in three moves.

## ANSWERS TO CORRESPONDENTS.

JOHN HANNAN (Newburgh, N.Y.).—We never, of course, disputed that 1. Kt to Kt 4th was not as true a solution of No. 4004 as 1. R to Q Kt sq, and we gave everyone who sent that answer the credit of having solved the problem, as you must have seen happened to yourself. It was, however, a fatal defect, and would not have been there had either the composer or ourselves been sufficiently vigilant.

JAMES A. ASHWORTH (Leederville, Western Australia).—We have returned the booklet you sent us with an explanation of its mistake that confused you; but please confine yourself in future to questions that can be answered in this column, without recourse to post.

JULIO MOND (Seville).—Your attempt on Mr. Campbell's problem is more gallant than successful. It seems to be met by 1. P takes P, but it is in any case far from right. Would you like us to give you the solution?

R M BLODOWELL (Arkoman, North Arcot District, Southern India).—You are to be complimented on the successful result of your first effort in solving, and will find it acknowledged in the proper place.

E G B BARLOW (Bournemouth).—Your last three-mover admits of another solution as follows: 1. Q to Kt 4th (ch) K to K 4th; 2. Kt to Q 7th (ch) K to B 4th; 3. Q to Kt 4th. This can apparently easily be remedied by a Black Pawn at K R 4th, but the position wants to be carefully scrutinised, White's forces are so strong.

P COOPER (Clapham).—We sympathetically realise your difficulties, but we notice when you do fail it is always in very good company. You are, however, quite right again with No. 4009.

H W SATOW (Bangor).—A great nation was said to have had its "black day" on Aug. 8; what date in the same month was yours?

E HOW WHITE (Grasmere).—Your letter was sent on to the proper authority, and we trust you have received what you wanted. In case of any accident, the solution of Problem No. 4000 is 1. B to Q R sq.

CORRECT SOLUTIONS OF PROBLEM No. 4003 received from R E Broughall Wood (Kasempa, Northern Rhodesia); of No. 4005 from R M Blodwell (Arkoman, South India); of No. 4006 from J E Housemann (Chicoutimi) and Victor Holtan (Oshkosh); of No. 4007 from E Pinkney (Driffield), C Willing (Philadelphia, Pa.), John Hannan (Newburgh, N.Y.), and J W Smedley (Brooklyn, N.Y.); of No. 4008 from M S Maughan (Barton-on-Sea), V G Walrond (Haslingden), Senex (Darwen), E J Gibbs (East Ham), and H W Satow (Bangor); and of No. 4009 from J Hunter (Leicester), J T Bridge (Colchester), L W Cafferata (Farndon), C B S (Canterbury), A Edmeston (Worsley), J P S (Cricklewood), H Burgess (St. Leonards-on-Sea), P Cooper (Clapham), G Parbury (of Singapore), G Stillingdeet Johnson (Cobham), J C Kruse (Ravenscourt Park), E G B Barlow (Bournemouth), and S Caldwell (Hove).

## CHESS IN AMERICA.

Game played in the annual tournament for the New York State Championship at Rome (N.Y.), between Messrs. HANAUER and ADAMS.

(Queen's Gambit Declined Opening.)

WHITE (Mr. H.)	BLACK (Mr. A.)	WHITE (Mr. H.)	BLACK (Mr. A.)
1. P to Q 4th	P to Q 4th	16. B to B 4th	Q to Q 2nd
2. P to Q 4th	P to K 3rd	17. B to Q 6th	
3. Kt to Q 3rd	P to Q 3rd	Completely penning in Black's forces, and leaving White a free field to organise his final assault.	
4. Kt to B 3rd	B to Q 3rd	17.	Kt to Kt 3rd
5. P to K 4th	P takes K P	18. Kt to K 5th	Kt takes Kt
6. Kt takes P	Kt to B 3rd	19. Q takes Kt	Q to K sq
7. Kt takes B (ch)		20. Q R to Q sq	R to Q 2nd
It is, of course, wiser to take the Bishop than the Knight, as it stops any threat to the King's position when he castles later on.			
7.	Q takes Kt	A pure waste of time, since the Rook has to go back again next move to provide an escape for the Bishop. There is, however, little choice of anything better.	
8. B to Q 3rd	Castles	21. P to Q Kt 4th	K R to Q sq
9. Castles	R to Q sq	22. P to Kt 5th	B to Q 2nd
10. B to B 2nd	Q Kt to Q 2nd	23. Q to K 4th	
11. B to K 3rd	P to B sq	Preparing the <i>coup-de-grâce</i> , which is smartly administered in a few polished strokes.	
12. Kt to K 5th	P to B 4th	23.	P to Q R 3rd
13. P takes P	Q to B 2nd	24. R to B 4th	P takes P
Black's preceding move was apparently a miscalculation; he must have overlooked the loss of the exchange, if he now takes Kt with Q.			
14. Kt to Q 3rd	B to Q 2nd	25. R takes Kt	P takes R
15. Q to K 2nd	B to B 3rd	26. Q takes B P	B to B 3rd
		and White mates in three moves.	

The Pearl of the Riviera.

10 minutes from Monte Carlo.

MENTONE

SEASON

From OCTOBER until MAY.

Hotel d' Orient  
and d'Angleterre.

Central.

In large Sunny Garden—full South. Modern. Spacious. One of Mentone's Finest Hotels. Sixty Suites, all Self-contained. Motor Car. Renowned Cuisine and Attendance.

Well-known Best-class English Family Hotel.

Hotel des  
Anglais.

Open all the year.

Sea Front—Full South—Sunny Garden.

Entirely Renovated. Every Room has Running Water (Hot and Cold). 50 Private Bath Rooms.

Restaurant. Tennis. Garage.

Hotel du  
Louvre.

Central.

Adjoining Public Gardens through great Palm Avenue.

Close to Casino. Entirely renovated. Full South. Spacious. Modern Renowned Cuisine. Tennis. Terms Moderate.

Hotel de  
Venise.

Central.

This famous English Hotel, greatly enlarged in 1924, has now 200 South Rooms. 75 Baths. Noted Cuisine. Large Sunny Garden.

Royal &amp; Westminster.

Sea Front.

Up-to-date Family Hotel. Large Garden. Full South.

M. Prop.: J. B. Hagen.

Menton & Midi—Sea Front  
Central.

Well-known Family Hotel. Entirely Renovated. Running Water (H. & C.). Suites re-decorated. Renowned Cuisine and Attendance. Full South. Garden on Sea Front. Modern Comforts. Restaurant.

M. Prop.: G. de Smel.

Regina—Sea Front.

Central.

Running Water throughout. Private Bathrooms. Sunny Garden facing Sea front. Attractive Public Rooms. Renowned Cuisine.

P. Ulrich, M. Prop.

Hotel Méditerranée.

Quite Central.

In Large, Quiet Garden.

Re-decorated. Many Suites all self-contained. Up-to-date Hotel. Superior Cuisine.

Terms Moderate.

Hotel National.

Rather Elevated.

Long a Noted First-Class Family Hotel. All Modern Comforts. Excellent Cooking. Fine Garden and Views. Motor Service to and from Casino and Trains.

Atlantic &amp; Malte.

Central.

Very Comfortable, yet Moderate. 100 South Rooms. Running Water. 30 Baths. Centre of Town in Pleasant Garden.

Britannia &amp; Beau Site

Sea Front

Old Established English Family Hotels, situated in Garavan Bay. Full South, facing sea and surrounded by a large Sunny Garden. 100 Rooms with Running Water. Central Heating. Tennis. Garage. Auto Bus.

G. H. Sewell.

Majestic.

Central.

Facing Public Gardens and Casino. First-class Family Hotel. Running Water throughout. 30 Suites, all self-contained. Renowned Restaurant. Moderate Charges. Swiss Management.

Baeller &amp; Cie.

Hotel Annonciata

AND RESTAURANT, MENTON, French Riviera.

Highest and Sunniest Situation. 750 ft. alt. Funicular free to Residents.

Balmoral Hotel—Sea Front  
Central.

Enlarged and Renovated during Summer, 1923. Running Water (H. & C.) in all bed and dressing-rooms. Private Bath Rooms (self-contained). Dining Room facing Sea Front. Garden. Renowned Cuisine.

P. Rayon, M. Prop.

Hotel Beau-Rivage.

SEA FRONT, GARAVAN BAY.

Very attractive Modern Hotel with all latest improvements.

M. Prop.: J. Trepp.

Des Ambassadeurs.

Central.

Renowned Family Hotel. Entirely Renovated. Running Water. Many Private Bath Rooms. Every Room with Balcony. Full South. Garden situated in the pleasantest part of Mentone. Excellent Cooking. Moderate terms.

A. Sigrist, M. Proprietor.

Cecil—Sea Front.

Sunny &amp; Sheltered.

GARAVAN BAY.

Small, up-to-date. The very best, yet moderate.

Hotel Carlton.

SEA FRONT, WEST BAY.

Charming Modern English Family Hotel. All latest comforts. Private Suites (self-contained). Grand Views.

Beghelli, M. Prop.

Hotel de Turin.

Central.

Well-known Family House. All Modern Comforts. Excellent Cooking. Large Garden and Terraces.

Branch House—Hotel Beausite, Interlaken. E. Widmer, Manager.

Hotel Prince de Galles  
MENTON.

SEA FRONT, WEST BAY.

Latest Comfort. Best Cooking. Large Sunny Garden. Moderate Terms.

M. Prop.: A. Guillemin.



## NICE. ATLANTIC HOTEL

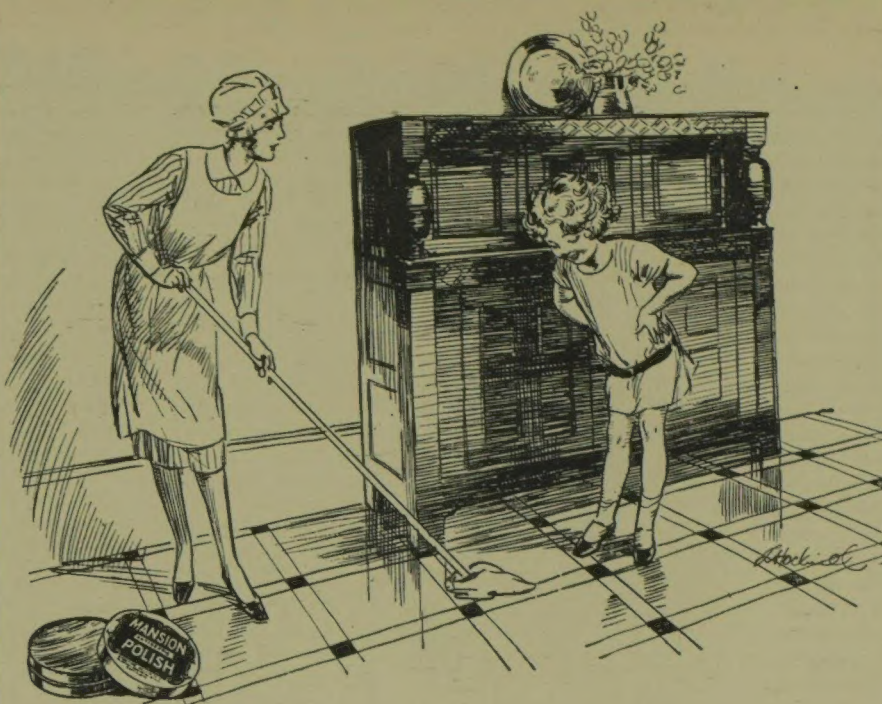
The Latest Constructed.

Most conveniently situated. Moderate Terms.

### Oakey's "WELLINGTON" LIQUID Metal Polish

For Cleaning and Polishing all Metals (including Silver) and Glass (Windows, Mirrors, &c.) Sold in Tins, 3d., 4d., 7d. and 1/3.

Also in 2, 1/2 and 1 gallon Cans.  
Wellington Emery & Black Lead Mills, London, S.E.



### Children's Teasers.—No. 2.

"You say that this Mansion Polish makes the Linoleum wear longer. Why does it?"

It was a question the maid had never troubled to consider. She was quite content that Mansion Polish made the work so much easier.

THE REPLY IS:—

## MANSION POLISH

being a highly concentrated wax polish produces a fine film of wax which protects the surface of linoleum.

Sold in Tins.

The Chiswick Polish Co., Ltd., Chiswick, W.4., Makers of

## CHERRY BLOSSOM BOOT POLISH

## THE BEST SELLERS IN JIG-SAW PUZZLES

ARE THE

## Delta Fine Cut Series

By the Famous Artists:

CHLOE PRESTON  
MABEL LUCIE ATTWELL,  
G. E. STUDDY, etc.

A guide picture given with each Puzzle.  
Over 100 different designs to these  
Puzzles.

16-PAGE ILLUSTRATED CATALOGUE, 2d.  
Post Free.

75-Piece Puzzle - 3/-  
100-Piece " - 4/-  
250-Piece " - 8/6

All Post Free.

To be obtained from all Booksellers, Stationers  
and Stores, or direct from the Publishers:

A. V. N. JONES & CO., Ltd.,  
64, Fore St., London, E.C.2

## FOSTER CLARK'S

THE BEST AND  
CREAMIEST CUSTARD

## CREAM CUSTARD

The city, with its wonderful location on both sides of the Danube, is competing with the finest situated cities in Europe. The Buda part on the right bank of the river—the City of Baths—is surrounded with a charming scenery of wooded hills; the Castle Hill is rich in historical romances. The Pest side is the centre of cultural, industrial and commercial life of the country.

The excellent local traffic is served by electric trams, buses, automobiles, carriages and local steamers. Beautiful promenades, parks, pretty excursions on the Danube. Charming recreation grounds on the St. Marguerite Island, on the Hill Svabhegy and in the Valley of Zugliget. Fine beach on the Danube and at the mineral springs. Concerts, Theatres, Entertainments.

The Municipal Information Office of Budapest, V., Deak Ferenc ucca 2, will be pleased to give any information and extend courtesy to foreign tourists.

Visit

# BUDAPEST



The Queen of the Danube

## THE CAPITAL OF HUNGARY

The Metropolis of Therms



## WORLD CRUISE

BOOK now for the famous "Empress of Australia" (oil burner), 22,000 tons of steadiness and comfort, sailing from Southampton November 12 (or connect up to one month later from Mediterranean ports) on a

### ROUND THE WORLD CRUISE WITHOUT CHANGE OF STEAMSHIP

162 days, 36,000 miles (not including tours ashore), calling at 30 ports, visiting 22 different countries. The Pyramids and the Nile, the Taj Mahal, Hindu Temples and Moslem Mosques, The City of Pekin, The Great Wall of China, Fairylike Japan, Honolulu, San Francisco, The Panama Canal, etc.

Christmas in the Holy Land  
New Year's Eve in Cairo  
£3.3.0 A DAY INCLUSIVE

#### LIMITED MEMBERSHIP

£405 upwards includes motor-cars, special trains, best hotels and gratuities ashore. Representatives with cruising experience competent to answer all questions.

Special arrangements for Ladies travelling alone.  
APPLY FOR ILLUSTRATED BROCHURE  
TO CRUISE DEPT.

## Canadian Pacific

62, Charing Cross, London, S.W. 1  
103, Leadenhall St., London, E.C. 3  
or Local Agents everywhere.

When travelling carry  
Canadian Pacific Express Travellers' Cheques.

DELICIOUS FRENCH COFFEE.

## RED WHITE & BLUE

For Breakfast & after Dinner.

In making, use LESS QUANTITY, it being  
much stronger than ORDINARY COFFEE.

## HIMROD'S ASTHMA CURE

Gives quick relief from Asthma,  
Catarrh, Colds, etc.  
4/6 a tin at all chemists.

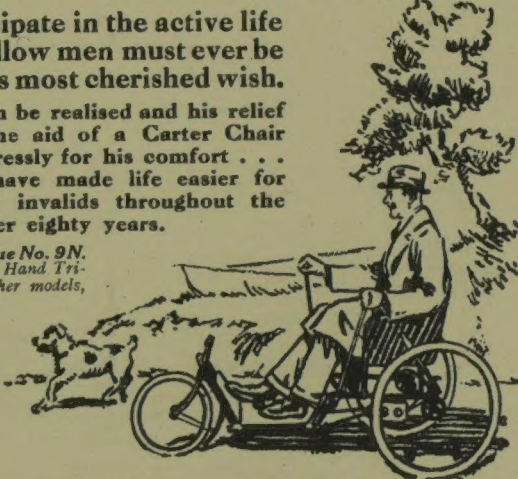
TO participate in the active life  
of his fellow men must ever be  
the invalid's most cherished wish.

His hopes can be realised and his relief  
assured by the aid of a Carter Chair  
designed expressly for his comfort . . .  
chairs that have made life easier for  
thousands of invalids throughout the  
world for over eighty years.

Write for Catalogue No. 9N,  
which describes this Hand Tri-  
cycle and many other models,  
designed for com-  
fort and ease of  
movement



By  
Appointment



125, 127, 129, GT. PORTLAND ST., LONDON, W.1.

Telephone: Langham 1040.

Telegrams: "Bathchair, Wesdo, London."

### HOTELS:

- 1.—CURE ESTABLISHMENTS: Hotel St. Gellert, St. Marguerite Island, Bath Hotel St. Lukas.
- 2.—ON THE DANUBE EMBANKMENT: Bristol, Carlton, Dunapalota (Ritz Hungaria).
- 3.—IN THE CITY: Astoria, Queen Elizabeth, Pannonia, Jaegerhorn (Vadaszkurt).
- 4.—IN THE COMMERCIAL CENTRE: Britannia, Continental, Metropole, Palace, Royal.
- 5.—IN BUDA: Bellevue, Esplanade, Svabhegyi Nagyszallo (Grand Hotel on the Hill Svabhegy).
- 6.—NEAR EAST STATION: Excelsior Imperial, Park, Archduke Josef.
- 7.—NEAR WEST STATION: Istvan kiraly (King Stephen), London, Meran.

The Municipal Information Office of Budapest, V., Deak Ferenc ucca 2, will be pleased to give any information and extend courtesy to foreign tourists.



## ANTARCTIC WHALES IN PERIL OF EXTERMINATION.

(Continued from Page 419.)

Now the playing of a whale is like playing a salmon or large trout. If you can follow, do so, and reel in. If you cannot, let him go and follow as best you can. Out and out rumbles the line, over huge lumps of ice, round bits of pack ice weighing thousands of tons. The novice trembles; had that been a snag in the river at home, good-bye to that two-pounder. After reeling in and running alternately, being towed at times and stationary at others, the stricken beast breaks surface in a welter of blood-stained foam, his gaping blow-holes distended with fear and pain, and his giant tail lashing up the sea for yards around. We can leave out the rest of the bloody business. He is gradually played out and killed with one or more harpoons. Once dead, he sinks and is slowly raised to the surface. Then, a perforated lance is passed into his body and air under 100-lb. pressure is pumped in. He now floats. A bamboo pole bearing the captor's name is stuck in his body, the line cut, and he is set adrift. There are more "blows" on the horizon; over goes the wheel, and the ship's company (eleven all told, without the dog) retire for breakfast.

In stories of the open-boat fishery one is impressed by the furious rush and spectacular commotion made by the whale when first struck. I expected to see hell let loose when I first saw a whale hit. Now, the old hand-harpoon was meant to make fast to the fish only; the brute was then killed with the lance. The modern harpoon serves the dual purpose, although a lance is always carried, and sometimes used from an open boat, especially when killing a sperm-whale. Whereas the hand-harpoon was like a bramble scratch to the whale, the modern harpoon, if a fair chance is obtained, kills a whale at once. In the old days the fin and blue whales were never taken, being far too powerful and speedy for the open boat.

This is whaling in fine weather, and that is a rarity, and does not give any idea of the hellish conditions in the same boat in an 80-m.p.h. blizzard (not an uncommon occurrence), battered by enormous seas, ice from mast-head to keel, festooned with masses of icicles from stem to stern, rolling like a sick porpoise, pitching like a rodeo broncho, a hundred miles from home, and two whales in tow. Herman Melville was right when he prayed all good people to be sparing with their oil and sperm candles

some eighty years ago. O ye who delight in the most luscious of candies, the choicest of soaps, the subtlest perfumes, the purest of margarines, and the best imitation ostrich-feathers, go easy with these commodities—widows and orphans are common in the whaling communities of this world!

## THE PLAYHOUSES.

## "SEVENTH HEAVEN," AT THE STRAND.

MELODRAMA, hot and strong, is Mr. Austin Strong's "Seventh Heaven," and extremely good of its sort, despite its reliance on such old-world properties as church-windows and church-organ, the sound of bugle calling to war, absinthe swilled by a virago, and a false report of the hero's death. Your true melodrama should have a democratic touch, and both hero and heroine of this play are found in the underworld of Paris—indeed, Chico, the hero, makes his first entry through a manhole from the sewers, and "Seventh Heaven" is an attic in which he stows away pretty Diane to preserve her from the dog-whip of her drunken sister. There they are, these two, in Elysium, when the war calls him, and they must part after but an emergency marriage. Do you fear for her when once more faced with her bullying sister? See Diane snatch the whip from the termagant's hands to lash her out of doors, and learn what strength a man's love can lend to a hitherto timid girl! And, of course, her Chico was not killed in the war; blind, he returns, alas! but the great thing is that he is alive. It is hardly necessary to say what a hearty and droll vagabond hero Mr. Godfrey Tearle makes; and those who have watched Miss Dorothy Holmes Gore's career will be prepared for her fine work in the part of the heroine's cruel sister. The startling performance is that of Miss Helen Menken, from America, who storms through some of Diane's scenes like a tornado. Her emotional abandon filled her audience with enthusiasm.

## "THE BELOVED VAGABOND" SET TO MUSIC.

Many years ago Sir Herbert Tree produced a stage version of Mr. W. J. Locke's story of "The Beloved Vagabond," with marked success. The novel is by way of being a picaresque romance, a tale of the road, with a flamboyant hero, in the person of Paragot, an ex-public school man who, being

crossed in love, turns wandering musician and goes the rounds of the cafés of Paris and provincial France. With its sentimental theme, it lends itself easily to musical comedy treatment; a composer with a neat turn for waltz refrains has been found in Mr. Dudley Glass, and an excellent cast has been secured at the Duke of York's. Miss Mabel Russell (otherwise Mrs. Philipson, M.P.) makes a welcome return to the stage in the rôle of Blanquette, the devoted housekeeper of Paragot; Mr. Ranalow lends colour and humour and the right romantic touch to the hero's scenes of adventure; and in Miss Lilian Davies the management possesses a vocalist of personal charm and rare accomplishment. Good work is done in minor parts by Mr. Leslie French and Mr. Walter Bird. The lyrics are supplied by Adrian Ross, and Mr. Dion Boucicault has acted as the producer.

## "THE WOLVES," AT THE NEW.

The plight of a delicately nurtured woman at the mercy of rough men who fight for her possession must always appeal to the playgoer who likes his drama to be full-blooded, and it is round such a situation that "The Wolves," adapted from the French by John Protheroe, has been ingeniously framed. The scene is a settlement in Greenland, where, in the hut of Job, a "wolf" only in appearance, have drifted together six desperate men, more or less criminal in type. Into their midst is brought the unhappy Kitty Macdonald. The only question is to which man shall she fall, and soon the shivering girl has to watch while lots are thrown and to draw the card that settles her fate. Things might be worse; Job has cheated to win her, and he means no harm to her—indeed, he gives her a rifle, which she does not long keep. Is she to pass to Mark, the mildest-mannered of the desperadoes? No, Pierre, the arch-villain among them, seizes her, and now she would be doomed were it not for the knife of Pierre's Eskimo mistress. Lurid stuff this, and a trifle old-fashioned, save for its language, which achieves quite a record in profanity. But if the piece is not for "highbrows," and its "curse"-words are many, at least it tells a story with pace and with vigour. Miss Olga Lindo proves a pathetic heroine, and Mr. Sam Livesey puts character into the part of Uncle Job, but the biggest acting comes from Mr. Malcolm Keen, a "wolf" indeed.



Only at Eton do we still behold the full glories of the once ubiquitous topper.

Times change—but not so human nature. To-day, as of yore men take trouble in buying a new hat—be it a bowler, soft felt or jaunty snap-brim. For no man can look well dressed in a shabby hat.

Buy a Battersby. It is a hat known all over the world as standing for the best British make.

**Battersby**  
BRITISH  
HATS  
FOR MEN

Sold by the Best Hatters  
20/-, 25/-, 30/-

Actual Makers: BATTERSBY & CO., LTD., STOCKPORT

## HAVANA CIGARS

IF

## LA CORONA

IS NOT ON THE BAND  
IT IS NOT A GENUINE

## CORONA

AVOID SPURIOUS IMITATIONS.

The Havana Cigar and Tobacco Factories, Ltd.

SEEDSMEN BY



APPOINTMENT

## "BULBS &amp; LAWNS"

Carters New Catalogue contains full particulars of Hyacinths, Tulips, Daffodils and other Bulbous subjects for planting now, for Spring Flowers. The Lawn section contains particulars of end of season reconditioning of your turf, making a new lawn, etc.

ILLUSTRATED  
CATALOGUE  
POST FREE

**Carters**  
TESTED SEEDS

BULB GROWERS AND GRASS SPECIALISTS,  
RAYNES PARK, LONDON  
S.W. 20



# SUCHARD'S



## Irresistibly delicious CHOCOLATES

**HONEY CUPS:** Just a drop of pure mountain honey encased in a cup of delectable chocolate.

**DESSERT GINGER:** Finest Dessert Ginger enrobed inside a lovely Chocolate Cream.



SUCHARD, 39-44 COWPER ST., LONDON, E.C.2.



## THE APPROACH OF AUTUMN

with its colder winds is a trying time to the skin, yet a small amount of care is sufficient to keep it soft and smooth and free from cracks and dryness.

# BEETHAM'S Larola

should be used regularly as a protection before going out and as an emollient after exposure.

A small quantity rubbed gently over the face, neck, hands and arms, and wiped off with a soft towel soothes and whitens and gives a perfect complexion. Gentlemen should use it before and after shaving.

**TRY A BOTTLE!** We know you will be delighted with its effect! 1/6 per bottle.

THE COMPLEXION will be greatly improved by using LAROLA TOILET POWDER, 2/6 per box, and a touch of LAROLA ROSE BLOOM, 1/- per box, which gives a perfectly natural tint to the cheeks. No one can tell they are artificial.

From all Chemists and Stores, or direct from

**M. BEETHAM & SON,**  
CHELTENHAM SPA, ENGLAND.



## COPY THE SPRING

Reproduce in your home the pleasant and healthy conditions of sunny spring days — radiant sunshine and cool moving air. The modern gas fire gives you radiant heat — cheering, comforting and healthy. Properly fitted to an efficient chimney or flue, it also promotes ventilation (air-change) and so keeps the atmosphere fresh. By turning taps you can enjoy at once, adjust at will, this healthy comfort of gas fires.

# GAS

*The Servant of Progress*

The B.C.G.A. . . . representing the British Gas Industry, is at the service of the public, without charge, for advice and help on any subject, large or small, connected with the economical and efficient use of gas in home, office or factory. A letter to the Secretary of this Association will receive prompt and careful attention.

THE BRITISH COMMERCIAL GAS ASSOCIATION, 28, GROSVENOR GARDENS, LONDON S.W.1

## HIS School Kit



Boys' likes and dislikes in the matter of clothes have been a lifelong study with Gamages.

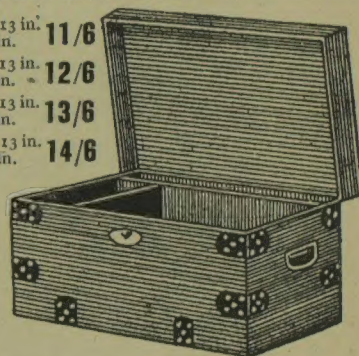
Recently the Departments devoted to School Outfits have been completely Refitted and Reorganised on the most modern lines. The requirements of individual schools are "ABC" to Gamage staff.

## PLAY BOXES.

Strong lock and brackets with inside till.

18 in. by 13 in. by 12 in. 11/6  
21 in. by 13 in. by 12 in. 12/6  
22 in. by 13 in. by 12 in. 13/6  
24 in. by 13 in. by 12 in. 14/6

Name painted  
1/6  
extra.



## BACK TO SCHOOL RUGS.

In a good variety of checks and plaids with fringed ends. Necessary to every boy's outfit.



# 12/11

Post Free.

"YOUR BOY & HIS CLOTHES"  
By a Headmaster.

We will send a copy of this interesting little Book to Parents applying for our School Outfits Catalogue, Post free on application.

# GAMAGES

Famous for School Outfits  
HOLBORN, LONDON, E.C.1



## EVOLUTION EVIDENCE FROM SUFFOLK.

(Continued.)

of East Anglia. There is no doubt that water accumulated in this hollow, or channel, and, as at other sites in Suffolk, Palæolithic hunters took up their abode upon its banks attracted by the game of various kinds that frequented such places. Now, when an examination of the sections exposed at High Lodge is made, a number of most interesting facts are observable. In the first place, the hollow filled with brick-earth is seen, on its eastern side, to be covered by a deposit, some 16 ft. in thickness, of chalky Boulder clay, demonstrating that, since Neanderthal man lived at this spot, an ice-sheet has advanced and retreated over the country. And, as there is no reason to believe that such a phenomenon occurred except with extreme slowness, this conclusion becomes of great importance in arriving at a reliable estimate as to the antiquity of the Moustierian epoch. Secondly, the examination of High Lodge reveals another and very impressive fact. For it is seen that the greater part of the hollow containing brick-earth is cut off by the slope of the hill to the west, and that on this side the ground

sinks down gradually to the level of the immense expanse of the Fens. Thus, it is obvious that the whole of this area, 1306 square miles in extent, has been eroded since Neanderthal man lived at High Lodge (Fig. 1).

Further, there is good reason to believe that, after the disappearance of the glaciation responsible for these stupendous events, the people—possibly of the Neanderthal type—of Upper Moustierian times, again inhabited East Anglia. So that the period of this cultural phase must have been of very long duration, as was indicated by the deposits in the cavern in the South of France, to which reference has already been made. Following upon the evacuation of East Anglia by the Moustierians, there came, in succession, the people of Upper Palæolithic times, with their separate and distinct cultures. Towards the close of this epoch the Eastern Counties again experienced a period of very low temperature, the passing away of which resulted in the deposition of hill-washes of considerable depth over the living sites of Upper Palæolithic man—the deepening of tributary valleys, and the laying down of widespread sheets of gravel in the lower parts of the main river valleys.

These changes mark the close of geological activity, of any very marked kind, in East Anglia. and the Neolithic people inhabited this part of the country at the beginning of the epoch of geological quiescence which obtains to-day (Fig. 2). It is probable that this latter condition has already lasted for ten thousand years, and will continue for a similar period in the future, and it is to be remembered, too, that such times of quiescence must have occurred also in the past, and would have left little or no sign of their presence in many sections which register merely the evidence of geological activity. So, in estimating the number of years that have elapsed since this or that event took place in prehistoric time, it is needful not only to take into account the periods when this activity was manifest, but to attempt, also, to form some idea of the number, and the duration, of the epochs of geological quiescence obtaining during the period under examination. If an estimate of the antiquity of Neanderthal man is prepared on these lines, it is very difficult, if not impossible, to avoid the conclusion that this antiquity is much greater than has hitherto been supposed.

## Grey Hair

BEFORE your world has noticed it your mirror gives you warning of the greying of your hair. When you detect these first grey hairs you should ask your hairdresser to match their natural colour with Inecto.

It takes but thirty minutes to apply Inecto, restoring to your fading hair its natural colour, tone, and texture. For Inecto works in Nature's way, colouring the hair from within—permanent, undetectable and easily applied at home if desired.

**INECTO**

SALONS —

 15 North Audley St. 32 Dover Street  
LONDON, W.1.


### Cuticura Shaving Stick Medicated And Soothing Keeps The Skin Healthy

It produces a creamy, lasting lather which doubles razor efficiency and makes shaving easy for tender-faced men, while its delicate medication keeps the skin clear and healthy.

Soap 1s. Ointment 1s. 3d. and 2s. 6d., Talcum 1s. 3d. For sample each address: F. Newbery & Sons, Ltd., 33, Banner St., London, E.C. 1.

Cuticura Shaving Stick 1s. 3d.

**NOVIO ROLLS**  
contain 3 or 4 times as much as the thick, cheap, inferior qualities.

**NOVIO**

Sold every-where in Car-tons, Rolls and Pack-ets.

**THE MOST PERFECT TOILET PAPER EVER MADE**

**THIN SOFT STRONG SILKY**

Of Stores, Drapers, Stationers, Chemists etc. Wholesales  
26, Grove Park, London, S.E. 8.



## 'Allenburys'

### Progressive System of Infant Feeding

Choosing the correct food for baby means building for healthy development and future happiness. Mother's responsibility is happily met in the "Allenburys" Progressive System of Infant Feeding. The "Allenburys" Foods are in a graduated series specially adapted to meet baby's needs and to ensure his healthy progress from birth and throughout each stage of development in infancy. The "Allenburys" Foods are easily digested by even the most delicate babies.

MILK FOOD NO. 1  
Birth to 3 mths.

MILK FOOD NO. 2  
3 to 6 mths.

MALTED FOOD  
NO. 3  
6 mths. and  
onwards.

### COUPON

ALLEN & HANBURY LTD.  
37 Lombard Street, London, E.C. 3

Mrs. ....

will be pleased to receive, free of charge, a copy of the 'Allenburys' book 'Infant Feeding and Management,' and a 4-lb sample of Food

Her baby's age is.....

I.L.N.



W.C. MACDONALD INC.  
MONTREAL, CANADA  
Established 1858

# British Consols

PLAIN OR CORK TIP  
**Cigarettes**

Mitsui & Co. Limited  
65 Broadway, New York, U.S.A.  
FOR ORIENTAL TRADE

Largest  
Independent  
Brand  
in America

751